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OF THE

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1. Report of the Auditor General for the year ended 31st March, 1910. Volume I, Parts A to P, and Volume II, Parts Q to Y. Presented 21st November, 1910, by Hon. William Paterson.. .. ..*Printed for both distribution and sessional papers.*

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2. Public Accounts of Canada, for the fiscal year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Paterson.
Printed for both distribution and sessional papers.

3. Estimates for the fiscal year ending 31st March, 1912. Presented 2nd December, 1910, by Rt. Hon. Sir Wilfrid Laurier... ..*Printed for both distribution and sessional papers.*

4. Supplementary Estimates for the fiscal year ending 31st March, 1911. Presented 6th February, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1911. Presented 16th March, 1911, by Hon. W. S. Fielding.. .. ..*Printed for both distribution and sessional papers.*

5*a*. Further Supplementary Estimates for the year esding 31st March, 1911. Presented 8th May, 1911, by Hon. W. S. Fielding.
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5*b*. Further Supplementary Estimates for the fiscal year ended 31st March, 1911. Presented 3rd May, 1911, by Hon. W. S. Fielding.
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5*c*. Further Supplementary Estimates for the fiscl year ending 31st March, 1912. Presented 9th May, 1911. by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5*d*. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1912. Presented 17th May, 1911, by W. S. Fielding.
Printed for both distribution and sessional papers.

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6. List of shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1910. Presented 10th April, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

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7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada, for five years and upwards prior to December 31, 1910. Presented 19th July, 1911, by Hon. William Templeman.. .. ..*Printed for both distribution and sessional papers.*

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8. Report of the Superintendent of Insurance, for the year ended 31st December, 1910.
Printed for both distribution and sessional papers.

9. Abstract of Statements of Insurance Companies in Canada for the year ended 31st December, 1910. Presented 27th April, 1911, by Hon. W. S. Fielding.
Printed for distribution.

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10. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1910. Part 1, Canadian Trade. Presented 22nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers.*

10*a*. Report of the Department of Trade and Commerce, Part II. Canadian Trade with France, Germany, United Kingdom and United States. Presented 32nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

10b. Report of the Department of Trade and Commerce, Part III. Canadian Trade with foreign countries, except France, Germany, the United Kingdom and United States Presented 22nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

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10c, Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1910. Part IV, Canadian Trade, Miscellaneous. Presented 31st March, 1911, by Hon. W. S. Fielding.. .. ..*Printed for both distribution and sessional papers.*

10d. Report of the Department of Trade and Commerce for the fiscal year ended March 31st 1910. Part V, Grain Statistics, including the crop year ended August 31st 1910, and the season of navigation ended December 6th, 1910. Presented 12th May, 1911, by Hon. William Paterson....*Printed for both distribution and sessional papers.*

10e. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1910, Part VI., Subsidized steamship services. Presented 20th April, 1911, by Hon. William Paterson.. .. ..*Printed for both distribution and sessional papers.*

10*f* Report of Trade and Commerce for the fiscal year ended 31st March, 1910, part VII.—Trade of foreign countries and Treaties and Conventions. Presented 31st March, 1911, by Hon. W. S. Fielding.. ..*Printed for both distribution and sessional papers.*

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11. Report of the Department of Customs, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Paterson.
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12. Reports, Returns and Statistics of the Inland Revenue for the Dominion of Canada, for the year ended 31st March, 1910. Presented 21st November, by Hon. William Templeman.. .. ..*Printed for both distribution and sessional papers.*

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13. Inspection of Weights and Measures, Gas and Electric Light, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Templeman.
Printed for both distribution and sessional papers.

14. Report on Adulteration of Food, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Templeman.
Printed for both distribution and sessional papers.

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

15a. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending the 31st March, 1910. Presented 12th January, 1911, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

15*b*. Report of the Veterinary Director General and Live Stock Commissioner, J. G. Rutherford, V.S., for the year ending 31st March, 1909.
Printed for both distribution and sessional papers.

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16. Report of the Director and Officers of the Experimental Farms, for the year ending 31st March, 1910. Presented 21st November, 1910, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

17. Criminal Statistics for the year ended 30th September, 1909. Presented 21st November, 1910, by Hon. S. A. Fisher.. .. ..*Printed for both distribution and sessional papers.*

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18. (1908). Return of the eleventh general election for the House of Commons of Canada, held on the 19th and 26th of October, 1908.. .. ..*Reprinted.*

18. Return of By-Elections (Eleventh Parliament) House of Commons. 1910.
Printed for both distribution and sessional papers.

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19. Report of the Minister of Public Works on the works under his control for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Pugsley.
Printed for both distribution and sessional papers.

19a. Progress Report Ottawa River Storage, for the fiscal year 1909-1910 (supplementing investigations in regard to Georgian Bay Ship Canal project). Presented 6th March, 1911, by Hon. William Pugsley..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 12.

19b. Report upon Reconnaisance Survey of the Nelson River, September-October, 1909. Presented 16th February, 1911, by Hon. William Pugsley.
Printed for both distribution and sessional papers.

20. Report of the Department of Railways and Canals, for the fiscal year ended 31st March, 1910. Presented 21st November, 1910, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

20a. (1909.) Canal Statistics for the season of navigation, 1909. Presented 21st March, 1910, by Hon. G. P. Graham .. .. ..*Printed for both distrbiution and sessional papers.*

20a. Canal Statistics for the season of navigation, 1910. Presented 10th April, 1911, by Hon. G. P. Graham.. .. ..*Printed for both distribution and sessional papers.*

20b. Railway Statistics of the Dominion of Canada, for the year ended 30th June, 1910. Presented 16th December, 1910, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 13.

20c. Fifth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1910. Presented 21st November, 1910, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

21. Report of the Department of Marine and Fisheries (Marine, 1910. Presented 21st November, 1910, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

21a. Report of the Geographic Board of Canada containing all decisions to 30th June, 1910.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 14.

21b. Report on Ice formation in the St. Lawrence River, and Report of the influence of Icebergs on the temperature of the Sea as shown by use of the Micro-Thermometer in a trip to Hudson Strait and Bay in July, 1910, by H. T. Barnes, D.Sc., F.R.S.C. Presented 16th May, 1911, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

21c. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada, on 31st December, 1910. Presented 19th July, 1911, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

22. Report of the Department of Marine and Fisheries (Fisheries), 1910. Presented 21st November, 1910, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 15.

23. Report of the Harbour Commissioners, &c., to 31st December, 1910.
Printed for both distribution and sessional papers.

23a. Report of the Chairman of the Board of Steamboat Inspection, for the fiscal year 1910. Presented 21st November, 1910, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 15—*Concluded.*

24. Report of the Postmaster General for the year ended 31st March, 1910. Presented 22nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 16.

25. Report of the Department of the Interior, for the fiscal year ending 31st March, 1910. Presented 21st November, 1910, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 17.

25*a*. Report of the Chief Astronomer, Department of the Interior, for year ending 31st. March, 1910.. .. ..*Printed for both distribution and sessional papers.*

25*b*. Annual Report of the Topographical Surveys Branch, Department of the Interior, 1909-10. Presented 31st March, 1911, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

25*c*. Report of Dr. P. H. Bryce, Chief Medical Officer, Appendix to Report of Superintendent of Immigration. Presented 9th. December, 1910, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 18.

25*d*. Report of the Hydrographic Survey (Streams measurement). Department of the Interior.. .. ..*Printed for both distribution and sessional papers.*

26. Summary Report of the Geological Survey Branch, Department of Mines, for Calendar year 1910. Presented 19th. July, 1911, by Hon. William TeTmpleman.
Printed for both distribution and sessional papers.

26*a*. (1909) Summary Report of the Mines Branch of Department of Mines, for the calendar year, 1909. Presented 26th. January, 1911, by Hon. William Templeman.
Printed for both distribution and sessional papers.
This is bound in Vol. XVI, 1910.

CONTENTS OF VOLUME 19.

27. Report of the Department of Indian Affairs, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

28. Report of the Royal Northwest Mounted Police, 1910. Presented 2nd December, 1910, by Rt. Hon. Sir Wilfrid Laurier..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 20.

29. Report of the Secretary of State of Canada for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. Charles Murphy.
Printed for both distribution and sessional papers.

29a. (No issue).

CONTENTS OF VOLUME 20—*Concluded.*

29b. Report of the Secretary of State for External Affairs, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. Charles Murphy.
Printed for both distribution and sessional papers.

30. Civil Service List of Canada, 1910. Presented 21st November, 1910, by Hon. Charles Murphy.. .. .. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 21.

31. Second Annual Report of the Civil Service Commission of Canada, for the period from 1st September, 1909 to 31st August, 1910. Presented 1st December, 1910, by Hon. Charles Murphy.. .. .. *Printed for both distribution and sessional papers.*

32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ended 31st March, 1910. Presented 22nd November, 1910. by Hon. Charles Murphy.. .. .. *Printed for both distribution and sessional papers.*

33. Report of the Joint Librarians of Parliament for the year 1910. Presented 17th November, 1910, by the Hon. the Speaker.. .. .. .. *Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1910. Presented 30th November, 1910, by Hon. A. B. Aylesworth.
Printed for both distribution and sessional papers.

35. Report of the Militia Council, for the fiscal year ending 31st March. 1910. Presented 21st November, 1910, by Hon. Sir Frederick Borden.
Printed for both distribution and sessional papers.

35a. Report of General Sir John French, G.C.B., Inspector General of the Imperial Forces, upon his Inspection of the Canadian Military Forces. Presented 22nd November, 1910, by Hon. Sir Frederick Borden.
Printed for both distribution and sessional papers.

35b. Report upon the best method of giving affect to the recommendations of General Sir John French, regarding the Canadian Militia, by Major General Sir P. H. N. Lake, K.C.M.G., Inspector General. Presented 22nd November, 1910, by Hon. Sir Frederick Borden.. .. .. *Printed for distribution and sessional papers.*

35c. Interim Report of the Militia Council for the Dominion of Canada on the Training of the Militia during the season of 1910. Presented 31st March, 1911, by Hon. Sir Frederick Borden.. .. .. *Printed for distribution.*

36. Report of the Department of Labour, for the fiscal year ending 31st March, 1910, including Report of Proceedings under the Industrial Disputes Investigation Act, 1907. Presented 21st November, 1910, by Hon. W. L. Mackenzie King.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 22.

36a. Report on Industrial Disputes in Canada up to 31st March, 1911.
Printed for both distribution and sessional papers.

36b. Comparative prices of Agricultural, Fisheries, Lumber and Mine products in Canada and the United States, 1906-1911. Presented 28th July, 1911, by Hon. W. L. Mackenzie King.. .. .. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 22—*Concluded.*

37. Sixth Report of the Commissioners of the Transcontinental Railway, for the year ending 31st March, 1910. Presented 21st November, 1910, by Hon. G. P. Graham. *Printed for both distribution and sessional papers.*

38. Report of the Royal Commission on Trade Relations between Canada and the West Indies, together with Part II, Minutes of evidence taken in Canada and Appendices; Part III, Minutes of evidence taken in the West Indies, and Appendices; and also. Part IV, Minutes of evidence taken in London and Appendices. Presented 21st November, 1910, by Ho. William Paterson.. .. ..*Printed for Sessional Papers.*

39. Report of the Honourable the Secretary of State, on the inquiry into the affairs of the Department of Public Printing and Stationery. Presented 21st November, 1910, by Hon. Charles Murphy.. .. .. ..*Printed for both distribution anl sessional papers.*

CONTENTS OF VOLUME 23.

40. Ordinances of the Yukon Territory, passed by the Yukon Council in the year, 1909. Presented 21st November, 1910, by Hon. Charles Murphy.. .. ..*Not printed.*

40a. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1910. Presented 4th April, 1911, by Hon. Charles Murphy.. .. ..*Not printed.*

41. General Orders issued to the Militia, between the 1st November, 1909, and the 18th October, 1910. Presented 22nd November, 1910, by Hon. Sir Frederick Borden. *Not printed.*

42. Statement of Governor General's Warrants issued since the last session of Parliament. on account of the fiscal year 1910-11. Presented 22nd November, 1910, by Hon. William Paterson.. .. ..*Not printed.*

43. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 31st March, 1910. Presented 22nd November, 1910, by Hon. William Paterson. *Not printed.*

44. Statement of expenditure on account of miscellaneous unforeseen expenses, from the 1st April, 1910, to 17th November, 1910, in accordance with the Appropriation Act of 1910. Presented 22nd November, 1910, by Hon. William Paterson....*Not printed.*

45. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1910, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 22nd November, 1911, by Hon. William Paterson.. .. ..*Not printed.*

46. Report of the proceedings of the preceding year, of the Commissioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented 1st December, 1910, by the Hon. the Speaker.. .. ..*Printed for sessional papers.*

47. Return, in pursuance of section 16, of the Government Annuities Act, 1908, containing statement of the business done during the fiscal year, ending 31st March, 1910. Presented 1st December, 1910, by Hon. S. A. Fisher.. .. ..*Printed for sessional papers.*

48. Return to an order of the House of Commons, dated 1st December, 1910, for a copy of the existing lobster fishery regulations, adopted by Order in Council on 30th September, 1910. Presented 1st December, 1910, by Hon. L. P. Brodeur. *Printed for sessional papers.*

CONTENTS OF VOLUME 23—*Continued.*

49. Detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (25th November, 1909), submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented 1st December, 1910, by Hon. Charles Murphy.. ..*Not printed.*

50. Annual Return respecting Trade Unions, under chapter 125, R.S.C., 1906. Presented 1st December, 1910, by Hon. Charles Murphy.. .. ..*Not printed.*

51. Regulations under "The Destructive Insect and Pest Act." Presented 1st December, 1910, by Hon. S. A. Fisher.. .. ..*Not printed.*

52. First Annual Report of the Commission on Conservation, 1910. Presented 5th December, 1910, by Hon. S. A. Fisher.. .. ..*Printed for sessional papers.*

53. Regulations established by Order in Council of 17th May, 1910, for the disposal of petroleum and gas on the Indian Reserves in the Provinces of Alberta and Saskatchewan and in the Northwest Territories. Presented 5th December, 1910, by Hon. Charles Murphy.. .. .. y .. .. ..*Not printed.*

54. Report of the International Waterways Commission on the regulation of Lake Erie, with a discussion of the regulation of the Great Lakes System. Presented 7th December, 1910, by Hon. William Pugsley.. .. ..*Printed for sessional papers.*

54*a*. Return to an Address of the House of Commons, dated 12th December, 1910, for a copy of all orders in council or other authority, appointing members of the Canadian section of the Joint International Waterways Commission, together with all reports, recommendations and correspondence submitted to the Government, or any department thereof, by the said Canadian section, or any member thereof. Also a statement of the total expenses of such Canadian section up to date, with particulars thereof. Presented 8th May, 1911.—*Mr. Macdonell*.. .. .. ..*Not printed.*

55. Return in so far as the Department of the Interior is concerned) of copies of all Orders in Council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution. Presented 9th December, 1910, by Hon. Frank Oliver.. .. ..*Not printed.*

55*a*. Return of lands sold by the Canadian Pacific Railway Company during the year which ended on the 31st October, 1910. Presented 4th May, 1911, by Hon. Frank Oliver .. .. *Not printed.*

56. Regulations issued by the Department of the Naval Service regarding rates of Pay, pursuant to Section 47 of the Naval Service Act. Presented 9th December, 1910, by Hon. L. P. Brodeur... .. ..*Not printed.*

56*a*. Regulations issued by the Department of the Naval Service, regarding the issue of the existing Lobster Fishery Regulations, adopted by rder in Council on 30th September, 1910, by Hon. L. P. Brodeur.. .. ..*Not printed.*

56b. Return to an order of the House of Commons, dated 5th December, 1910, for a statement showing the detailed expenditure to date out of the sum voted by the House in connection with the new Navy, giving in each case the amount paid, to whom paid and the object of the expenditure. Presented, 16th December, 1910.—*Mr. Monck*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

56c. Return to an order of the House of Commons dated 14th December, 1910, for a Return showing how many applications have been received from Canadian citizens for service in the proposed Canadian Navy, as officers, and able seamen or blue-jackets, respectively, and how many officers and men, respectively, of the British Navy have made application for such service. Presented 11th January, 1911.—*Mr. Jameson* .. .. *Not printed.*

56*d*. Return to an address of the Senate dated 24th November, 1910, for the following information:—1. Has the Department of the Naval Service, which was erected by the legislation of last session, been regularly organized and put in operation? 2. Who has been appointed Deputy Minister by the Governor in Council? 3. Who are the other officials and clerks necessary for the proper administration of the affairs of the new department who have been appointed by the Governor in Council? 4. Who among these officials and clerks are those who have been transferred from the Department of Marine and Fisheries to the Department of the Naval Service? 3. Wro among these officials and clerks come from elsewhere? 6. What is the salary of each of the officials? Presented 11th January, 1911.—*Hon. Mr. Landry*....*Not printed.*

56*e*. Return to an order of the House of Commons, dated 7th December, 1910, for a statement showing:—1. The names of all those engaged to date by the Government in connection with the new Naval Deparment, whether for service at sea or for work in connection with the department, either for inside or outside service. 2. The domicile of origin of those thus engagged, their previous occupation, rank or grade in the British Navy or elsewhere, and previous rate of pay or remuneration 3. The duties assigned, rank or occupation of those thus engaged in the service of Canada, and present salary and allowances. Presented 18th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

56*f*. Copy of an Order in Council approved by His Excellency the Governor General on the 22nd December, 1910, authorizing certain ollowances to Petty Officers and men in the Naval Service. Presented 19th January, 1911, by Hon. L. P. Brodeur. *Not printed.*

56*g*. Copy of an Order in Council approved by His Excellency the Governor General on the 22nd December, 1910, and publisded in the *Canada Gazette* on the 14th January, 1911, authorizing increase in wages to certain ratings in the naval service. Presented 19th January, 1911, by Hon. L. P. Brodeur.. .. ..*Not printed.*

56*h*. Return to an Address of the House of Commons, dated 11th January, 1911, for a return showing all rules and regulations passed by the Governor in Council under the provisions of the Navy Act, adopted at the last session of parliament. Presented 26th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

56*i*. Return to an order of the Senate dated the 24th November, 1910, for a statement showing in as many distinct columns:—1. The name of the electoral district. 2 The name of the parish, township, town or city. 3. The name of the first signer, and mention of the additional number of signers of each of the petitions presented during the last session, either to the House of Commons or to the Senate, praying for the postponement of the adoption of the proposed Naval Act until the people have had the opportunity of expressing their will by means of a plebiscite. 4. The date of the presentation of each of these petitions. 5. The names, in each case, of the Member or Senator who presented these petitions. Presented 30th November, 1910.—*Hon. Mr. Landry*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

56*j*. Return to an order of the Senate dated February 1, 1911, calling for in as many columns:—1. The names of all the ships of which the Canadian fleet service is actually composed. 2. The tonnage of each of these ships. 3. How old, is each ship at present. 4. The purchase price, or cost of construction, or, in default thereof, the actual value of each ship. 5. The horse-power of each of them. 6. The motive power, side wheels, propeller or sails. 7. The number of persons of which the crew of each of these ships is composed. 8. The cost of annual maintenance of each ship with its crew. 9. The purpose for which each ship is used, specifying whether it is for the guarding of the coasts, the protection of fisneries, or for the what other purpose. 10. The waters on which each of these ships sails—the waters of the Atlantic or Pacific Oceans, the Greot Lakes, of the St. Lawrence river, or elsewhere, with a short statement showing the number and the net tonnage of the ships of the Great Lakes service,—of the ships stationed on the shores of British Columbia, and of the ships sailing on the waters of the eastern portion of the American continent owned by us. Presented 14th February, 1911.—*Hon. Mr. Landry. Not printed.*

56*k*. Orders in Council published in *Canada Gazette* 11th February, 1911, No. 83/146. Regulations for entry of naval instructors. No. 91/146. Revised rates of pay for electricians. No. 86/146. Revised travelling allowances. Presented 23rd February, 1911, by Rt. Hon. Sir Richard Cartwright.. .. ..*Not printed.*

56*l*. Return to an address of the House of Commons, dated 6th February, 1911, for a copy of the final protocol or agreement entered into at the International Naval Conference held in London, December, 1908, February, 1909, and of the general report presented to the said Naval Conference on behalf of its drafting committee, and of all correspondence exchanged between the Imperial Government and the Government of Canada in regard to the same. Presented 10th March, 1911.—*Mr. Monk.. .. ..Not printed.*

56*m*. 1. Correspondence and documents respecting the International Naval Conference held in London, December, 1908, February, 1909. 2. Correspondence respecting the Declaration of London. 3. Final Act of the Second Peace Conference held at The Hague in 1907, and Conventions and Declarations annexed thereto. Presented 23rd March, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed*

56*n*. Return to an order of the House of Commons, dated 27th February, 1911, for a Return showing:—1. How many Canadians have been accepted as members of the Canadian Navy. 2. What are the names and former residence of those who have been accepted. Presented 24th March, 1911.—*Mr. Taylor (Leeds),.. .. .. ..Not printed.*

56*o*. Order in Council, approved by His Excellency the Governor General on the 31st March, 1911, and published in the *Canada Gazette* April 15th, 1911:—No. 358 revised regulations for entry of surgeons into the Naval Service. Presented 24th April, 1911, by Hon. L. P. Brodeur.. .. ..*Not printed.*

57. Return to an Order of the House of Commons, dated the 7th December, 1910, for a copy of all correspondence between the Government of Canada or the Right Honourable, the First Minister, and the government of Manitoba, or the Premier of Manitoba, referring to the demand of Manitoba for an extension of boundaries and an increase in subsidy. Presented 14th December, 1910.—*Mr. Staples. Printed for sessional papers.*

58. Memorandum respecting the finances of the National Battlefields Commission, as on the 31st March, 1910. Presented 15th December, 1910, by Hon. William Paterson. *Printed for sessional papers.*

CONTENTS OF VOLUME 23—*Continued.*

58*a*. Report from The National Battlefields Commission. Presented 15th December, 1910, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for sessional papers.*

58*b*. Return to an Address of the Senate dated 24th February, 1911, calling for a copy of the last report made to the Government by the members of the Quebec Battlefields Commission. Presented 10th March, 1911.—*Hon. Mr. Landry.. .. ..Not printed.*

58c. Return to an Order of the Senate dated 12th January, 1911, for copies of all Orders in Council relating to the appointment of members of the "National Battlefields Commission" of the Province of Quebec, as well as a statement showing the sums received by the said Commission, the sources whence received, the interest thereon, the expenses incurred, the nature of such expenses, distinguishing what has been paid for the acquisition of lands, the balance in hand, and the approximate cost, with the nature of the expenses to be incurred to attain the end which the Commission has proposed for itself. Presented 21st March, 1911.—*Hon. Mr. Landry. Not printed.*

58*d*. Return to an order of the Senate dated 23rd February, 1911, for a statement showing the number of gold, silver, and bronze medals, which the Quebec Battlefields Commission has caused to be struck in commemoration of the three hundredth anniversary of the foundation of the City of Quebec, the cost of each of these series of medals, the names of the persons to whom, or the institutions to which, gold medals, silver medals, and bronze medals have been given. Presented 28th April, 1911.—*Hon. Mr. Landry.. .. ..Not printed.*

59 Return to an address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also if all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 15th December, 1910.—*Mr. Foster.. .. .. ..Not printed.*

59*a*. Supplementary return to an address of the House of Commons, dated 7th December 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 11th January, 1911.—*Hon. Mr. Foster. Not printed*

59*b*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 3rd February, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

59*c*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring os asking for a treaty of reciprocity with the United States; and also of all similar documents

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protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 8th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

59*d*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, boards of trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 27th February, 1911.—*Hon. Mr. Foster.*, *Not printed.*

59*e*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 8th March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*f*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 14th March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*g*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 22nd March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*h*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 27th March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*i*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, boards of trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents pro-

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testing against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 28th March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*j*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 28th March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*k*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States. since the 1st January, 1910. Prsented 31st March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*l*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 7th April, 1911. -*Hon. Mr. Foster.* *Not printed.*

59*m*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 19th April, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*n*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 19th April, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*o*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, boards of trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States. and also of all similar documents pro-

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testing against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 2nd May, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*p*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all memorials and resolutions from individuals, Boords of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 5th May, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*q*. Return to an Order of the House of Commons, dated 19th April, 1911, for a Return showing what duties are imposed by Australia, New Zealand, Norway, France, Spain, Sweden, Switzerland, Austria-Hungary, Japan, Argentine, Venezuela and Russia, respectively, upon each of the articles included in the reciprocity agreement between the United States and Canada.

And also, a statement showing the import prices in 1910 on which duty was collected on the butter, eggs cheese, salt, beef, bacon, hams, mutton, lamb, pork in brine and other meat products detailed, barley, beans, oats, peas, wheat, hay, flaxseed, green apples, and animals, imported from the above named countries. Presented 8th May, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

59*r*. Return to an order of the House of Commons, dated 8th May, 1911, for a Return showing, taking the latest Return of Commerce and Navigation of the United States as a basis, the advantage Canada will have in the United States market over her principal competitors, under the construction given at Washington by the United States Court of Customs Appeals on April 10th, 1911, regarding the favoured nation clause, by which the competitors of Canada in the United States market are denied the privileges granted to Canada by the reciprocal agreement in regard to the importation into the United States of the following goods and articles, namely: (*a*) Mackerel pickled or salted; (*b*) Herring, pickled; (*c*) Cod, Haddock, Hake and Pollock, dried, smoked, salted or pickled; (*d*) all other kinds of fish, salted or pickled; (*e*) Fish oils: (*f*) Butter; (*g*) Cheese; (*h*) Cattle; (*i*) Horses; (*j*) Oats; (*k*) Coke; (*l*) Mineral Waters; (*m*) Rolled Iron or Steel Sheets, coated with zinc, tin or other metal; (*n*) Mica; (*o*) Flax seed; (*p*) Beans and dried peas; (*q*) Onions; (*r*) Potatoes; (*s*) other vegetables in natural state.

Also showing the present rate of duty in the United States on the above goods and articles; the rate under the proposed reciprocal agreement of the said goods and articles; the value of goods; and the amount of duty collected on goods imported from said competitors on the trade of said year, which will be free under the agreement on goods from Canada. Presented 16th May, 1911.—*Mr. Sinclair*..*Not printed.*

59*s*. Further supplementary Return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 19th May, 1911.—*Hon. Mr. Foster*...*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

59*t*. Statements relative to (1) The yearly imports, quantity and value, for the past six years into Canada from, respectively, Australia, New Zealand, Denmark, Holland, Belgium, France, Argentine Republic and the United States, of wheat, oats, horses, cattle, sheep, lambs, mutton, beef, eggs, butter, cheese, fowl, vegetables and fruit.

(2) The average prices of butter and of eggs in London, England, for the past five years in comparison with the prices, respectively, in Eastern Provinces, in Montreal, in Toronto, in Minneapolis, in Chicago, in Detroit, in Buffalo, in Boston and in New York. Presented 28th July, 1911, by Hon. S. A. Fisher.. .. .. ..*Not printed.*

60. Return of orders in council passed between the 1st of November, 1909, and the 30th September, 1910, in accordance with the provisions of section 5 of the Dominion Lands Survey Act, Chapter 21, 7-8 Edward VII. Presented 11th January, 1911, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

60*a*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st November, 1909, and 30th September, 1910, in accordance with provisions of subsection (*d*) of section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile railway belt in the province of British Columbia. Presented 11th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

60*b*. Return called for by section 77 of the Dominion Lands Act, chapter 20 of the Statutes of Canada, 1908, which is as follows:—

"77. Every regulation made by the Governor in Council, in virtue of the provisions of this Act, and every order made by the Governor in Council, authorizing the sale of any land or the granting of any interest therein, shall have force and effect only after it has been published for four consecutive weeks in the *Canada Gazette*, and all such orders or regulations shall be laid before both Houses of Parliament within the first fifteen days of the session next after the date thereof, and such regulations shall remain in force until the day immediately succeeding the day of prorogation of that session of Parliament, and no longer, unless during that session they are approved by resolution of both Houses of Parliament." Presented 11th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

61. Return of Orders in Council passed between the 1st November, 1909, and the 30th September, 1910, in accordance with the provisions of the Forest Reserve Act, sections 7 and 13 of Chapter 56, Revised Statutes of Canada. Presented 11th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

62. Return to an order of the House of Commons, dated the 7th December, 1910, for a copy of Sir John Thompson's memorandum on the question of the rights of fishing in the bays of British North America, prepared for the use of the British Plenipotentiaries at Washington in 1888, and a copy of the Treaty agreed to and approved by the President. Presented 11th January, 1911.—*Hon. Mr. Foster.*

Printed for sessional papers.

63. Return to an Address of the House of Commons, dated 7t7h December, 1910, for a copy of any memorials, correspondence, &c., between His Excellency the Governor General and the Colonial Office, or between any member of the government, and the foreign consuls general in Canada, relative to the status of the latter, at official functions, such as the vice-regal drawing room. Presented 11th January, 1911.—*Mr. Sproule.*

Printed for sessional papers.

CONTENTS OF VOLUME 23—*Continued.*

64. Return to an order of the House of Commons, dated 6th December, 1910, for a return showing:—1. What newspapers or companies publishing newspapers in the cities of Montreal and Quebec have directly or indirectly received sums from the Government of Canada for printing, lithographing, binding or other work, between the 31st March, 1910, and the 15th November, following.

2. What is the total amount paid to each of said newspapers or companies between the dates above stated. Presented 11th January, 1911.—*Mr. Monk.. .. ..Not printed.*

65. Return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all Orders in Council, correspondence, papers, maps or other documents, which passed between the Government of Canada or any member thereof, and the Government of Quebec, or any member thereof, or any other parties on their behalf, or between the Government of Canada and the Government of Ontario, or any members thereof, regarding the extension of the boundaries of the province of Quebec, as set forth in an Order in Council dated 8th July, 1896, establishing a conventional boundary, therein specified. And also any correspondence, papers, documents, &c., that may have passed between the aforesaid governments or members thereof, relative to the passing of an Act to confirm and ratify the aforesaid conventional boundary, which was passed in 1898. Presented 11th January, 1911.—*Mr. Sproule.*

Printed for sessional papers.

66. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing the names of manufacturers in Canada of turned kiln dried maple boot, last and shoe last blocks, in the rough, for making manufacturers' boot and shoe lasts. Presented 11th January, 1911.—*Mr. Hughes.. .. ..Not printed.*

67. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of all correspondence, reports, memorials, surveys and other papers in the possession of the Government, and not already brought down, regarding the oyster industry of Canada; also a copy of all correspondence, reports and other papers regarding the ownership and control of Oyster beds and of barren bottoms suitable for Oyster culture, and regarding the consolidating of the ownership with the control and regulation of such beds and barren bottoms, and vesting the same in the hands of the Dominion Government; olso a copy of all correspondence, reports, recommendations and other papers relating to the leasing or sale of such beds or barren bottoms or of portions of them, for the purpose of Oyster culture or cultivation. Also o copy of all correspondence and reports relating to the culture, cultivation asd conservation of oysters and other mollusks. Presented 11th January, 1911.—*Mr. Warburton.*

Printed for sessional papers.

68. Order of the House of Commons, dated 5th December, 1910, for a copy of all reports, evidence, correspondence, and other documents relating to an investigation into irregularities in the life saving station at Clayoquot, mentioned on page 353 of the Report of the Department of Marine and Fisheries for 1909 and 1910, sessional paper No. 22. Presented 11th January, 1911.—*Mr. Barnard.. .. ..Not printed.*

69. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing how many employees of the custom house at Montreal have left the service since the 1st July, 1896, up to this date, with their names, duties, salaries and ages, respectively, and date of their leaving; the names, ages, salaries and duties of those who have replaced them, the date of their entry and their present salaries. Presented 11th January, 1911.—*Mr. Wilson (Laval).. .. ..Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

69*a*. Return to an Order of the House of Commons, dated 8th February, 1911, for a Return showing the full names of the permanent or temporary employees appoisted at Montreal since the 1st of January, 1904, in the Post Office Department, the Customs, Inland Revenue and Public Works; the age and place of residence of these employees at the time of their appointment, the dates and nature of changes, promotions or increases of salary granted these employees since their appointment. Presented 28th April, 1911.—*Mr. Gervais.. .. ..Not printe*

70. Return to an Address of the House of Commons, dated 7th December, 1910, for a Return showing what arrangements have been made with foreign countries by the Governor General in Council under the provisions of the Customs Tariff Act of 1907, without reference to Parliament. Presented 11th January, 1911.—*Mr. Ames.. ..Not printed.*

71. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing the total expenses in connection with the surrender of St. Peter's Indian Reserve, including moving the Indians to new reserve, sale of lands, and all the expense made necessary by the surrender. Presented 11th January, 1911.—*Mr. Bradbury.. .. ..Not printed.*

71*a*. Return to an Order of the House of Commons, dated 14th December, 1910, for a copy of all correspondence with Rev. John McDougall and all instructions given to him regarding St. Peter's Indians and their reserve; and of Rev. John McDougall's report of his investigations at St. Peter's Indian Reserve. Presented 11th January, 1911. —*Mr. Bradbury.. .. ..Not printed.*

71*b*. Supplementary Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing the total expenses in connection with the surrender of St. Peter's Indian Reserve, including moving the Indians to new Reserve, sale of lands, and all the expense made necessary by the surrender. Presented 18th January, 1911. —*Mr. Bradbury.. .. ..Not printed.*

71*c*. Return to an Address of the House of Commons, dated 11th January, 1911, for a copy of all correspondence, offers, agreements, orders in council, reports, records, regulations, or other papers or documents, relating to the grant or surrender to one Merrill, or some other person or corporation, of the concession or right to bore for and acquire natural gas, upon or under the Six Nation Reserve, at or near Brantford, Ontario; together with a statement of all monies paid for said concession or right, and also of all monies subsequently received by the Six Nation Indians, or by the government on their behalf for such concession or rights. Presented 2nd February, 1911.—*Mr. Osler.. .. ..Not printed.*

72. Return to an Order of the House of Commons, dated 14th December, 1910, for a copy of all correspondence, reports, documents and papers relating to the strike of the employees of the Cumberland Coal and Railway Company, Limited, not previously brought down. Presented 11th January, 1911.—*Mr. Rhodes.. .. ..Not printed.*

72*a*. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of the agreement of settlement of the late strike between the Grand Trunk Railway Company and the conductors and brakemen, and of all correspondence, documents and papers relating thereto, or in consequence thereof, between the said parties, or between either and any person or persons authorized or professing to act for either, or between the Government or any Minister or Deputy Minister or other person on its behalf, and said parties, or either of them, or any person authorized or professing to act for them or either of them before, during, or since said strike. Presented 11th January, 1911.—*Mr. Northrup.. .. ..Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

72*b*. Return to an Order of the House of Commons, dated 25th January, 1911, for a copy of all correspondence, documents and papers relating to the late strike on the Grand Trunk Railway between the said railway and the striking conductors and trainmen, or between either and any person or persons authorized or professing to act for either, or between the Government or any Minister or Deputy Minister, or any one on his behalf, and either of said parties or any on professing to act on behalf of either, since the 29th day of November, A.D., 1910, and particularly all documents, papers, correspondence and agreements relating to the reinstatement of any of the men who had been on strike, and the appointment of Judge Barron. Presented 2nd February, 1911.—*Mr. Northrup*.. .. ..*Not printed.*

73. Return to an Order of the House of Commons, dated 7th December, 1910, for a Return implementing for the year 1910, the information brought down in answer to an Order of the House of Commons referring to the operations of the mint, dated January 19, 1910. Presented 11th January, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

74. Supplementary Return to an Order of the House of Commons, dated 24th November, 1909, for a return showing the total amounts paid by the government in each year since 1896, for all printing, advertising and lithographing done outside of the Government Printing Bureau; the total amount so paid by each department of the Government or such purposes during each year; the names and addresses of each individual, firm or corporation to whom any such moneys have been so paid, and the total amount paid to each such individual, firm or corporation in each year since 1896. What portion of the said sums, if any, so paid since 1896 was expended after public advertisement, tender and contract, to whom such tenders were awarded, whether to the lowest tender in each case, what portion was expended otherwise than by public advertisement, tender and contract, and to whom it was paid in each instance. Presented 11th January, 1911.—*Mr. Armstrong*.. .. ..*Not printed.*

74*a*. Return to an Order of the Senate dated 1st February, 1911, for a Return showing year by year, from July 1st, 1896 up to date, the amounts paid to the Montreal *Herald*, by the several departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*b*. Return to an Order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, from the 1st July, 1896 up to this date, the sums of money paid to the newspaper, *Le Soleil*, by each of the different departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry.* *Not printed.*

74*c*. Return to an Order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, the sums of money paid the newspaper *La Vigie*, of Quebec, by each of the different departments of the Government of this country from the founding of that newspaper up to this date. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*d*. Return to an Order of the Senate dated 1st February, 1911, for a Return showing, year by year, from 1st July, 1896, up to date, the amounts paid to *La Presse* of Montreal, by the several departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*e*. Return to an Order of the Senate dated 1st February, 1911, for a Return showing, year by year, from July 1st, 1896, up to date, the amounts paid to *La Presse* of Montreal, by the several departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

74*f*. Return to an Order of the Senate dated 24th January, 1911, for a Return showing, year by year, from the 1st July, 1896, up to date, the amounts paid to the paper *Le Canada*, of Montreal, by each of the departments of the government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*g*. Return to an Order of the Senate dated 31st January, 1911, showing, year by year, from July the 1st, 1896, up to date, the amounts paid to the Martineau Company by the several departments of the country. Presented 4th April, 1911.—*Hon. Mr. Landry. Not printed.*

74*h*. Return to an Order of the Senate dated the 31st January, 1911, showing, year by year, from 1st July, 1896, up to date, the amounts paid to Mr. Jean Drolet, of Quebec, by the several departments of the country. Presented 4th April. 1911.—*Hon. Mr. Landry. Not printed.*

74*i*. Return to an Order of the Senate dated 3rd February, 1911, showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to O. Picard and Sons, of Quebec, by the different departments of the Government of this country. Presented 4th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*j*. Return to an Order of the Senate dated 24th January, 1911, showing, year by year from July 1, 1896, up to date, the amounts paid to Mr. De Courcy, contractor, by each of the departments of this country. Presented 4th April, 1911. *Hon. Mr. Landry. Not printed.*

74*k*. Return to an Order of the House of Commons, dated the 23rd February, 1911, for a Return showing:—1. All sums of money paid by the Government since 31st March last to *Le Canada* newspaper of Montreal or the publishers of the same respectively, for advertising or printing, for lithographing or other work; and directly or indirectly for copies of the newspaper.

2. Is the said newspaper executing any work of any kind for the Government at present.

3. Have tenders been called publicly for any of the work done by said newspaper for the government during the past year. Presented 6th April, 1911.—*Mr. Monk. Not printed.*

74*l*. Supplementary Return to an Order of the Senate dated 24th January, 1911, for a Return showing year by year, from 1st July, 1896, up to date, the amounts paid to Mr. De Courcy, contractor, by each of the departments of this country. Presented 27th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*m* Return to an Order of the House of Commons, dated 15th May, 1911, for a Return showing how much was paid by the Government to the proprietors or publishers of the Essex *Record*, a daily and weekly paper published in Windsor, Ontario, for printing and advertising, during the fiscal year ending 31st March, 1907, 1908, 1909, 1910 and 1911. Presented 18th July, 1911.—*Mr. Boyce*.. .. ..*Not printed.*

75. Return to an Order of the House of Commons, dated 12th December, 1910, for a Return showing the average value for duty in 1896 and in 1910, respectively, of the unit of each article or commodity enumerated in the schedules of the Customs Act, on which in both years an ad valorem duty was payable. Presented 12th January, 1911.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

76. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing all applications made to the Government during the period of agreement with Japan concerning Japanese immigrants, to admit such immigrants for special purposes, together with a copy of all correspondence in connection with the same. Presented 12th January, 1911.—*Mr. Taylor (New Westminster)*.. .. .. ..*Not printed.*

76*a*. Return to an Order of the House of Commons, dated 7th December, 1910, for a Return giving a list of the special immigration agents appointed by the government since the 31st March, 1909, in what portions of Great Britain and Irelond, the European Continent, or other country they are severally located, their addresses when they were so appointed the date of their appointment in each case their respective salaries and expenses, and any commissions that may have been paid to each or any since their appointment. Presented 12th January, 1911.—*Mr. Wilson (Lennox and Addington)*.. .. ..*Not printed.*

76*b*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing the number of immigrants who have come to Canada since the 31st March last up to the present time, the countries from which they came, the number from each such country, the number of males and the number of females in each case, the number under fourteen years of age, between fourteen and twenty-one years, between twenty-one and forty, and between forty and sixty in each case, their occupations before coming to Canada, their religion, their destination in Canada, their occupation when they arrived at such destination; also the number who have been prevented from landing, and the number deported. Presented 6th February, 1911.—*Mr. Wilson (Lennox and Addington)*.. .. ..*Not printed.*

76*c* Return to an Order of the Senate dated 24th January, 1911, calling for the production in detail of the accounts and claims fyled at the Department of the Interior or the Immigration Office, Quebec, by Mr. Jacques Dery; restaurant keeper, during the navigation season of 1910. Presented 7th February, 1911.—*Hon. Mr. Landry.* *Not printed.*

76*d*. Return to an Order of the Senate dated 20th January, 1911, calling for the report received by the Immigration Department on the subject of the complaints brought against Mr. Jacques Dery, the keeper of the restaurant established in the immigration buildings at Quebec, and also of the correspondence exchanged and the inquiry held by the immigration agent with regard to the overcharges by the restaurant keeper, and of the refund which he had to make to immigrants of the price obtained for goods of bad quality. Presented 7th February, 1911.—*Hon. Mr. Landry.* *Not printed.*

76*e*. Return to an Order of the Senate dated 25th January, 1911, for the production of a complaint, signed by a large number of persons employed at the Immigration Office and Immigration buildings at Quebec and addressed to the agent of the Department at that place, against Mr. Jacques Dery, the restaurant keeper, and also of the reply of the latter. Presented 7th February, 1911.—*Hon. Mr. Landry*.. .. .. ..*Not printed.*

76*f*. Return to an Order of the Senate dated 25th January, 1911, that an Order of this House do issue for the production of a letter dated 1st June, 1910, written by Mr. L. Stein, of Quebec, addressed to Mr. W. D. Scott, Superintendent of Immigration. Presented 10th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

76*g*. Return to an Order of the House of Commons, dated 3rd April, 1911, for a Return showing the itemized accounts, vouchers, statements, reports and other papers relating to the salary and expenses of and payments to W. O. Creighton, farmer delegate to Great Britain in 1910. Presented 28th April, 1911.—*Mr. Stanfield.. .. ..Not printed*

76*h*. Return to an Order of the House of Commons, dated 3rd April, 1911, for a Return showing all itemized accounts, vouchers, statements, reports and other papers relating to the salary of and payments to W. A. Hickman. immigration agent to Great Britain in 1902 and 1903. Presented 28th April, 1911.—*Mr. Stanfield.. .. ..Not printed.*

77. Return to an Order of the House of Commons, dated 5th December, 1910, for a Return showing:—1. The estimated quantity of each class of material required for the construction.

2. The rates or prices agreed upon and the estimated cost of each class of material, based on rates on accepted tender.

3. The total estimated cost based on these quantities and rates in each case of the several bridges let to contract during the fiscal year ended March 31, 1910, referred to on pages 3 and 4 of the Sixth Annual Report of the Commissioners of the Transcontinental Railway.

4. A copy of the specifications and contract in each case, the number of the contract and the name of the contractor.

5. The number of bridges yet to be let to contract, location and character, and the estimated quantity of the different kinds of material in each case.

6. Why these bridges have not been let to contract and when contracts will probably be entered into as to these.

7. The bridges let to contract before March 31, 1909, identified by locality, name of each contractor and number, the estimated cost of each of these bridges at the time the contract was let, based on contract prices, the changes made in the plans, specifications or contracts if any, and claims or allowances for alterations or extras, if any, the percentage of the work done, the payments made to date, the amounts retained as contract reserve, and the ascertained or estimated amount required to complete in each case.

8. The bridges that have been completed, identified as above, the estimated cost at the time of awarding the contract, the nature and extent of changes in plans, specifications, or contract, if any, the increase or decrease of cost thereby occasioned, and the actual total cost of each of those bridges. Presented 13th January, 1911.—*Mr. Lennox.. .. ..Not printed.*

77*a*. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of the Tender and contract of Haney, Quinlan & Robertson for construction of locomotive and other shops about six miles east of Winnipeg, and the total estimated cost based on contract prices. Also a copy of the several other tenders sent in and a statement of the total estimated cost based upon each of these tenders as moneyed out at the time of awarding the contract. Presented 13th January, 1911.—*Mr. Lennox.. .. ..Not printed.*

77*b*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing as to each contract district of the National Transcontinental Railway between Moncton and Winnipeg, respectively, what was the original departmental estimate of quantities of solid rock, broken stone, earth, sand, &c., and the quantities of each kind of excavation, as above, already paid for. Presented 24th January, 1911.—*Mr. Ames.. .. ..Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

77c. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing in all cases where finished structures on the National Transcontinental Railway, have differed materially, to an extent involving a difference in cost of more than $10,000, from the original standard plans; the original estimated cost of the structure; the cost according to altered plans; the nature of the change; the name of the resident engineer, and of the contractor or sub-contractor; the reason, if any, given for the alteration of plans; and a copy of the correspondence exchanged thereon between the headquarters staff and the engineer on the ground. Presented 24th January, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77d. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing the clause in the standard contract on the National Transcontinental Railway having reference to train hauled filling, with a statement showing what amounts have been paid to date, and to whom, for services of this nature. Presented 24th January, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77e. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing what amounts to date have been paid on force account to each and to all contracts connected with the National Transcontinental railway, setting forth the district affected thereby. Presented 24th January, 1911.—*Mr. Ames*.. ..*Not printed.*

77f. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing all cases where in construction work on the National Transcontineal Railway a richer mixture of concrete was used than that indicated in the standard specification, to an extent affecting the cost of the work to the amount of $5,000 or more; also the original estimated cost and the actual cost in each of such cases. Presented 24th January, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77g. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing a list of the members of the engineering staff who have been dismissed, or have resigned or left the service of the National Transcontinental Railway Commission since 1904, with position formerly held, the date of leaving, and the assigned cause in each instance. Presented 7th February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77h. Return to an order of the House of Commons, dated 26th January, 1911, for a Return showing:—1. In those cases in which an agreement was come to last autumn between Mr. Killiher and Mr. Gordon as to overbreak on the eastern Division of the Transcontinental Railway, what quantities of material, and of what class, and what sums of money were taken from or added to the progress Estimates.

2. In the cases where measurements had to be made, have they been made, and with what result. Presented 17th February, 1911.—*Mr. Lennox*.. .. .. ..*Not printed.*

77i. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing, in respect of all cases on the National Transcontinental Railway, where the original specifications have not been adhered to; the estimated cost as per original plan; the actual or estimated cost as per amended plan; the name of the contractor and the resident engineer, and the reason given by the latter for such change. Presented 24th February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77j. Return to an Order of the House of Commons, dated 16th January, 1911, for a Return showing what will have been the total expenditure upon, in connection with or in consequence of, the National Transcontinental Railway up to the 31st of December, 1910, and what amount it is estimated will be required to complete and fully equip the said road between Winnipeg and Moncton. Presented 27th February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

77*k*. Interim Report of the Commissioners of the Transcontinental Railway for the nine months ended December 31, 1910. Presented 27th February, 1911, by Hon. G. P. Graham.. .. ..*Not printed.*

77*l*. Return to an Order of the Senate dated 18th January, 1911, for a Return showing:—A. As relates to the main line of the Transcontinental:—

1. The respective length in miles of each of the divisions of the Transcontinental, named Division A, Division B, &c., from Moncton to Winnipeg, and specifying in which province each of the divisions is located.

2. The estimated cost, at the outset, of the construction of the road in each division.

3. The actual price paid, on the 15th January instant, for the building of the line, sidings, bridges and other necessary works in each division.

4. The approximate cost in each division of the Transcontinental, of what remains to be constructed for the completion of the road.

B. As relates to the branch lines of the Transcontinental:—

1. The respective length of each of the said branch lines, specifying the district and the province within which the said branch lines are located.

2. The estimated cost, at the start, of the construction of each of the said branch lines.

3. The actual cost up to the 15th January instant of the construction of said branch lines.

4. The probable cost of the works to be executed on each of the said branch lines.

5. The indication of the special section of the Act which each branch line has been constructed.

6. The mention of all other branch lines proposed to be constructed by the Transcontinental Railway Commission or the Government, showing the length and probable cost thereof. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

77*m*. Return to an Order of the House of Commons, dated 23rd February, 1911, for a Return showing:—

1. What contracts outside of those numbered 1 to 21, inclusive, have been let for construction on the Transcontinental Railway at Winnipeg and St. Boniface of bridges, station buildings, freight houses, sheds, engine houses, turn tables, water tanks, section houses, work shops, or other buildings, erections, structures or plant.

2. Were these contracts all let after advertisement and upon tender.

3. What is the cost or estimated cost according to schedule or bulk tender in each case, and who is the contractor in each case.

4. Were tenders asked for both by schedule and on bulk tender basis, on which system was the contract awarded and for what reason in each case.

5. What alterations have been made in any of the works since letting of contract, and at what increased or decreased cost. Presented 9th March, 1911.—*Mr. White (Renfrew)*.. .. ..*Not printed.*

77*n*. Return to an Order of the House of Commons, dated 6th March, 1911, for a copy of the report of the engineers who investigated overclassification, overbreak, or other alleged over allowances on progress or final estimate, on the Eastern Division of the Transcontinental Railway, the evidence taken, or other data collected, and of all letters, instructions, agreements, plans, drawings, photographs, memoranda and writings sent, given, had or used in connection with said investigation, not already brought down, together with a reference to the previous return where papers are already down; also a copy of the previous report made by Messrs. Schreiber, Kellighер and Lumsden immediately before Mr. Lumsden's resignation. Presented 16th March, 1911.—*Mr. Lennox*.. .. ..*Not printed*

CONTENTS OF VOLUME 23—*Continued.*

77*o*. Return to an Order of the House of Commons, dated 13th March, 1911, for a Return prepared upon the lines of Sessional Papers No. 46*i* of the 26th April, 1909, relating to the Eastern Division of the Transcontinental Railway, showing the actual expenditure upon each of the scheduled items upon each of the 21 contracts for construction of this division, down to the latest estimate made upon each contract, and the estimated quantity of work to be done and material to be furnished as to each of these items, and the estimated cost to complete the contract in each case. Presented 10th April, 1911.—*Mr. Lennox*.. .. ..*Not printed.*

77*p*. Return to an Address of the Senate dated 23rd March, 1911, for a copy of the Order in Council dated 23rd June, 1910, transferring from the Government to the National Transcontinental Railway Commission, the spur line between the Quebec bridge and the city of the same name. Presented 19th April, 1911.—*Hon. Mr. Landry.* *Not printed.*

78. For approval by the House under section 17 of the Yukon Act, Chapter 63 of the Revised Statutes of Canada, 1906, a copy of an ordinance made by His Excellency the Governor General in Council, in virtue of the provisions of Section 16 of the said Chapter 63, on the 9th day of December, 1909, and intituled: "An ordinance to rescind an Ordinance respecting the imposition of a tax upon ale, porter, beer or lager beer imported into the Yukon Territory. Presented 13th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

79. Return under Section 88 of the Northwest Territories Act, Chapter 62, Revised Statutes of Canada. Presented 16th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

80. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of all correspondence between the mover and any other persons, corporations and municipal as well as other public bodies, and the Department of Railways and Canals, respectisg the reconstruction and alteration of the Canadian Pacific Railway Company's bridge across the St. Lawrence river at Lachine, P.Q. Presented 16th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

81. Report of the Commissioner, Dominion Police Force, for the year 1910. Presented 17th January, 1911, by Sir Allen Aylesworth.. .. ..*Not printed.*

82. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all correspondence exchanged between the government and the Phœnix Bridge Company in connection with the payment by said company of $100,000 in discharge of claims *re* contract. Presented 16th January, 1911.—*Mr. Ames*.. .. .. ..*Not printed*

83. Return to an order of the House of Commons, dated 14th March, 1910, for a return showing the number of accidents to trains of the I.C.R. for ten months, from 1st April. 1908, to 31st December, 1908; the number of persons killed or injured in each of such accidents for ten months, from 1st April, 1908, to 31st December, 1908; and the cost of each of such accidents to the I. C. R., respectively, for repairs, property destroyed, compensation to passengers, and for compensation to shippers for freight and baggage. Presented 16th January, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

83*a*. Return to an order of the House of Commons, dated 14th March, 1910, for a return showing the sumber of accidents to trains on the I. C. R. between 1st April, 1909, and present date, and the location and particulars of each; the number of persons killed or injured in each of such accidents since 1st April, 1909, to date; and the cost of each of such accidents to the I. C. R., respectively, for repairs, property destroyed, compensation to passengers, and for compensation to shippers for freight and baggage. Presented 16th January, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

83*b*. Return to an order of the House of Commons, dated 5th December, 1910, showing all data, statements, estimates, recommendations and reports with regard to an Intercolonial railway renewal equipment account, and as to the initiation of such account and the operation thereof to the present time.

2. A copy of all correspondence with the Auditor General and other persons in regard thereto.

3. A copy of all correspondence, inquiries and investigations by or on behalf of the Auditor General as to the need for such account, and as to the sufficiency or otherwise of moneys carried to such account, and also as to the application of such moneys.

4. The same returns as to the maintenance of rails account; and the same returns as to a maintenance of bridges account, also as to any other items of maintenance, and as to any recommendations regarding the adoption of such accounts. Presented 16th January, 1911.—*Mr. Barker*.. .. ..*Not printed.*

83*c*. Return to an order of the Senate dated 4th May, 1910, calling for the following information:—

1. Were tenders asked for, in 1908 and 1909, for the purchase of railway sleepers for the use of the Intercolonial railway, and were contracts awarded to the lowest tenderer?

2. Who had these contracts, and what is the name of each tendered, and also the amount of each tender?

3. Did the Department of Railways and Canals, in 1908 and 1909, award any contracts whatsoever for the purchase of the said sleepers and what price was paid to each contractor, and who had these contracts?

4. In 1908 and 1909, did the Department of Railways and Canals ask for tenders for the purchase of sleepers made of spruce, white, gray and yellow, as well as of birch, ash, poplar, &c.?

5. What quantity of these sleepers, for each kind of wood, was accepted and paid for in 1908 and 1909, and does the department propose to continue the system of purchasing these kinds of wood?

6. Who bought these sleepers of spruce, birch, ash, poplar, &c., and who gave the orders to receive these kinds of sleepers, and who received them and stamped them for the Intercolonial railway?

7. In 1909, did the department ask for tenders for sleepers of cedar, cyprus and hemlock? If so, who had these contracts and were these contracts granted to the lowest bidders, and what quantities were actually furnished by each contractor?

8. What quantity of sleepers has been furnished up to this date—
   (*a*) by the contractors for New Brunswick; and
   (*b*) by the contractors for Nova Scotia and for the province of Quebec, respectively?

9. Did the government by order in council authorize Messrs. Pottinger, Burpee or Taylor of Moncton, to purchase sleepers of spruce of all kinds and dimensions, and to cause these kinds of sleepers to be distributed in the district of Quebec, and notably in the district of River du Loup and Isle Verte?

10. What price did the department pay for the sleepers of spruce, hemlock, cedar, birch and poplar, &c.? Who is the contractor therefor? Who received and inspected the said sleepers?

11. Does the department know that these sleepers are absolutely unfit to be used in a railway, and that these sleepers are at the present time distributed along the Intercolonial railway to be used upon the main track?

CONTENTS OF VOLUME 23—*Continued.*

12. How much a carload does the freight of sleepers sent from New Brunswick cost in the district of Quebec? Presented 3rd February, 1911.—*Hon. Mr. Landry.* *Not printed.*

84. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing the respective quantities of each of the staple varieties of fish landed by Canadian Atlantic fishermen yearly, since 1870, and the respective yearly values thereof. Presented 16th January, 1911.—*Mr. Jameson.. .. ..Not printed.*

85. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all letters, telegrams, correspondence, resolutions, memorials, reports, and all other papers in the possession of the government, not already brought down, regarding otter, beaver, or steam trawling, and the operations of the trawlers *Wren* and *Coquette* in the waters of the Northumberland strait, or elsewhere, in Nova Scotia. Presented 16th January, 1911.—*Mr. Chisholm (Antigonish).. .. ..Not printed.*

86. Return to an order of the House of Commons, dated 7th December, 1910, for a return showing the revenue of the post offices of Acton Vale, Upton and St. Pie, in the county of Bagot, province of Quebec, since the year 1903 up to 1910 inclusively. Presented 17th January, 1911.—*Mr. Monk.. .. ..Not printed*

86*a*. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all instructions or communications from the Department of Public Wôrks or any officer thereof, or the minister of public works, to the chief architect, or any other architect, with respect to the preparation of plans for the construction of a post office building at Parrsboro, Nova Scotia, and all other post office buildings or public buildings to be used wholly or in part by the Post Office Department, for which votes have been passed during the period from 1st January, 1908, to 31st December, 1910 Presented 20th April, 1911.—*Mr. Rhodes.. .. ..Not printed.*

87. Return to an address of the Senate dated 22nd April, 1910, for:—

1. Copies of all orders in council or of every order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the bank of Montreal;

(*c*) its definite purchase from the Bank of Montreal by the government;

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the government and the bank of Montreal, in 1909, between the government and Mr. Ernest Cann, who had become the

CONTENTS OF VOLUME 23—*Continued.*

lessee of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of a correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 11th January, 1911.—*Hon. Mr. Landry-*

Not printed.

87*a*. Supplementary return to an address of the Senate dated 22nd April, 1910, for:—

1. Copies of all orders in council or of every order of the department of justice and of the department of public works, and of all the correspondence exchanged between the government, the department of justice and public works, the bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subject of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé. at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(*c*) its definite purchase from the bank of Montreal by the government;

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple, and the People's Bank of Halifax in 1905, between the government and the bank of Montreal, in 1909, between the government and Mr. Ernest Cann, who had become the lessees of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid. and also a statement showing all the sums of money paid by the government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 18th January, 1911.—*Hon. Mr. Landry.*

Not printed.

87*b*. Further supplementary return to an address of the Senate dated 22nd April, 1910, for

1. Copies of all orders in council or of every order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the bank of Montreal;

(*c*) its definite purchase from the Bank of Montreal by the government;

CONTENTS OF VOLUME 23—*Continued.*

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the government and the Bank of Montreal in 1909, between the government and Mr. Ernest Cann, who had become the lessee of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 27th January, 1911.—*Hon. Mr. Landry.*

Not printed.

87*c*. Supplementary return to an address of the Senate dated 22nd April, 1910, for copies:—

1. Copies of all orders in council or of every order of the Department of Justice and of the Department of Public Works; and of all the correspondence exchanged between the government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the bank of Montreal;

(*c*) its definite purchase from the Bank of Montreal by the government;

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the government and the Bank of Montreal in 1909, between the government and Mr. Ernest Cann. who had become the lessee of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the name of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 7th February, 1911.—*Hon. Mr. Landry.*

Not printed.

CONTENTS OF VOLUME 23—*Continued.*

87*d* Return to an order of the Senate dated 9th March, 1911, for a return of copy of the contract entered into between the Bank of Montreal and the People's Bank of Halifax, in 1905, in connection with the financial situation and with the obligations of the firm of Carrier-Laine, a copy of which contract was handed over to the government at the time of the financial transactions concluded between the Bank of Montreal and the government in 1909. Presented 4th April, 1911.—*Hon. Mr. Landry.* *Not printed.*

88. Return to an address of the Senate dated 24th November, 1910, for copies of all orders in council, memoranda or other correspondence respecting the resignation of the present Lieutenant Governor of the province of Quebec, the apopintment of his successor, the application for leave of absence, and the appointment of an administrator during the absence from the country of His Honour Sir Pantaleon Pelletier. Presented 11th January, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

88*a*. Return to an address of the Senate dated 8th February, 1911, for a copy of the order in council extending, for a period of two months, the leave of absence already obtained by Sir Pantaleon Pelletier, together with copy of all the correspondence on the subject between the government, His Honour the Lieutenant Governor of the province of Quebec, and the present administrator of the said province. Presented 14th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

89. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all correspondence, letters, telegrams, reports and papers of every description between the liquidators of the Charing Cross Bank or of A. W. Carpenter or anyone on their behalf, and any member of the government, or official thereof, regarding the affairs of the Atlantic, Quebec and Western railway, the Quebec Oriental railway, or the new Canadian Company, limited. Presented 18th January, 1911.—*Mr. Ames.* *Not printed.*

90. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing how many wireless telegraph stations are owned by the government where are they located, the cost of each, and the revenue derived from each; what stations are leased, to whom they are leased, the amount of rental received each year and the period covered by said lease. Presented 18th January, 1911.—*Mr. Armstrong.* *Not printed.*

91. Return to an order of the House of Commons, dated 15th March, 1910, for a return showing the names of all persons who have been fined for breach of fisheries regulations in the coast waters of the counties of Pictou and Cumberland, Nova Scotia, and Westmorland, New Brunswick, during the years 1907, 1908 and 1909, together with a full statement of the penalties inflicted, moneys collected, and fines or portion thereof remitted, if any, in each case. and for a copy of all instructions issued, reports, correspondence and documents relating in any manner thereto. Presented 18th January, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

91*a*. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing the names of all persons who have been fined for breach of fishery regulations in the coast waters of Prince Edward Island since the year 1900 up to this date, together with a statement of the penalties inflicted, moneys collected, and fines or portions thereof remitted, in each case; and for a copy of all instructions issued, reports, correspondence and documents relating in any manner thereto. Presented 6th March, 1911.—*Mr. Fraser*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

92. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of the mailing list, and names of all parties to whom the Department of Labour mailed or otherwise sent copies of the *Labour Gazette* during the year 1910, and of the names of all correspondents that report to the department on labour topics for the purposes of the *Labour Gazette*. Presented 18th January, 1911.—*Mr. Currie (Simcoe).* *Not printed.*

93. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all correspondence and other papers and documents that have passed between the government and any party or parties during the past year in connection with the dredging of the Napanee river; also any instruction given by the minister in connection therewith? Presented 18th January, 1911.—*Mr. Wilson (Lennox and Addington)*.. .. ..*Not printed.*

93*a*. Return to an address of the House of Commons, dated 12th December, 1910, for a copy of all correspondence, specifications, tenders, orders in council, and other papers relating to a contract or contracts entered into by the Department of Public Works for dredging in Miramichi Bay, New Brunswick, since the close of the last fiscal year. Presented 13th February, 1911. *Mr. Crocket*.. .. ..*Not printed.*

93*b*. Return to an order of the House of Commons, dated 23rd January, 1911, for a summary report on the state of the dredging works executed in the River Des Prairies up to the present time, making specially known the length, depth and width of the canal dredged up to date, and the amount expended on this work. Presented 22nd March 1911.—*Mr. Wilson (Laval)*.. .. ..*Not printed.*

93*c*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing:—1. A copy of the report of the engineer who made the survey and estimate of the Back River or Rivière des Prairies, between the eastern end of the Island of Montreal and the Lake of Two Mountains, in the province of Quebec, in view of the dredging and deepening of said river.

2. Details of work and expenditure to date in connection with the said work.

3. Estimate of cost of work remaining to be done and especially of the part between Bourde á Plouffe and the Lake of Two Mountains. Presented 22nd March, 1911.—*Mr. Monk*.. .. ..*Not printed.*

93*d*. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing during the seasons 1904, 1905, 1906, 1907, 1908, 1909 and 1910, what amounts were paid to Messrs. Dussault & Lemieux, dredging contractors, for work done by the *International*, the government dredge, leased to the said contractors, as far as the same can be ascertained. Presented 28th March, 1911.—*Mr. Sharpe (Ontario)*. *Not printed.*

94. Return to an order of the House of Commons, dated 5th December, 1910, for a return showing the names and dates of first appointment of all lighthousekeepers, from Quebec to the sea, in the river and Gulf of St. Lawrence; also their present salaries, with an indication in each case of what they are obliged to provide for the lighthouse or signal service, and the amount of indemnity granted them for such provision. Also the rules or regulations which provide for the regular increase of their salaries. Presented 19th January, 1911.—*Mr. Monk*.. .. ..*Not printed*

CONTENTS OF VOLUME 23—*Concluded.*

94*a*. Return to an order of the House of Commons, dated 26th January, 1911, for a return giving the names of the lighthouse keepers on the St. Lawrence, between Quebec and Montreal, since the 12th April. 1887, and what yearly salary has been paid them respectively since that date. Presented 27th February, 1911.—*Mr. Blondin.*
Not printed.

95. Return to an address of the House of Commons, dated 5th December, 1910, a copy of a Report by Mr. W. T. R. Preston, Commissioner of Trade and Commerce in Holland *re* the establishment of a Netherland loan company in Canada; of all communications between the Department of Trade and Commerce and any other department of the government and Mr. Preston on the subject matter of this report; a copy of all correspondence between Mr. Preston and any person or persons in Holland regarding proposed operations of a Dutch Loan Company in Canada, and a copy of correspondence or communications of any nature whatsoever between the government or the department with any persons relating to this question. Presented 19th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

95*a*. Return to an order of the House of Commons, dated 22nd November, 1909, for a copy of all correspondence, petitions, reports written representations in the hands of the government, or any department of the same, concerning the commercial or trade mission to Japan of W T. R. Preston, as Canadian Trade Commissioner for Canada, and of the reports of said commissioner, as well as all other reports and despatches received by the government in connection with the execution of said mission. Presented 6th February, 1911.—*Monk*.. .. ..*Not printed.*

95*b*. Supplementary return to an order of the House of Commons, dated 22nd November, 1909, for a copy of all correspondence, petitions, reports, written representations in the hands of the government, or any department of the same, concerning the commercial or trade mission to Japan of W. T. R. Preston, as Canadian Trade Commissioner for Canada, and of the reports of said commissioner, as well as all other reports and dispatches received by the government in connection with the execution of said mission. Presented 13th February, 1911.—*Mr. Monk*.. .. ..*Not printed.*

95*c*. Return to an order of the House of Commons, dated 6th February, 1911, for a copy of all correspondence between any department of the government and Mr. W. T. R. Preston, Trade Commissioner in Holland, regarding the Netherlands Land Company, since the date of the last resolution adopted by this House, calling for the same at the present session; also a copy of the official document issued by the government respecting the high regard in which western farm lands are held by some of the principal loan and investment companies. Presented 23rd February, 1911.—*Mr. Monk*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24.

95d. Copy of the Treaty of Commerce and Navigation between Great Britain and Japan, signed at London, 3rd April, 1911. Presented 20th April, 1911. by Hon. W. S. Fielding.
Printed for sessional papers.

95*e*. Papers with reference to treaty with Japan. Presented 17th May, 1911, by Hon. W. S. Fielding.. .. ..*Printed for sessional papers.*

96. Return to an order of House of Commons, dated 11th January, 1911, for a copy of all applications, reports, records, correspondence, &c., in connection with the entry or cancellation proceedings in respect of the s.w. ¼ section 10, township 38, range 15, west 2nd meridian. Presented 19th January, 1911.—*Mr. Lake*.. .. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

96*a*. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all applications, correspondence, and other documents in reference to sections 11, 12, 14, 22, 24, 28, 30, 32, 34, and 36 in township 10, range 22, west of the 4th meridian. Presented 1st February, 1911.—*Mr. Wallace*.. .. ..*Not printed.*

96*b*. Return to an order of the House of Commons, dated 8th February, 1911, for a copy of all letters, telegrams and correspondence between the Department of the Interior or any of its officials and Mr. J. Krenzer, or their solicitor, or one Mr. Wolf, and of all reports of the officials of the said department respecting the south half section 28, township 27, range 18, west of the 2nd principal meridian, and also all correspondence, letters and telegrams between the department and one Thomas Greenway or his brother respecting the said lands; and all correspondence between the department and its officials respecting the said lands; and all papers, reports, correspondence and documents put in the files of the department, since the 1st of April, in relation to the dispute between said Krenzer and said Greenway. Presented 22nd February, 1911.—*Mr. Staples*.. .. ..*Not printed.*

97. Minutes of conference held at Washington the 9th, 10th, 11th and 12th January, 1911, as to the application of the award delivered on the 7th September, 1910, in the North Atlantic coast fisheries arbitration to existing regulations of Canada and Newfoundland. Presented 19th January, 1911. by Sir Allen Aylesworth.
Printed for both distribution and sessional papers.

97*a*. Copy of order in council approved by His Excellency the Governor General in Council on the 21st January, 1911, relating to changes in the fishery regulations under section 54 of "The Fisheries Act," chapter 45 of the revised statutes of Canada, 1906, in conformity to the agreement made at the conference held at Washington, January, 1911 Also dspatch from Mr. Bryce to Lord Grey. Presented 25th January, 1911, by Hon. L. P. Brodeur... .. ..*Printed for both distribution and sessional papers.*

97*b*. (1) Copy of Hague Tribunal Award concerning Atlantic fisheries given 7th September, 1910;

(2) Extracts from the special fishery regulations for the province of Quebec;

(3) Protocol 30 containing statements of the acts of Newfoundland and Canada objected to by the United States authorities.

On motion of Mr. Brodeur, it was ordered, That Rule 74 be suspended, and that the foregoing papers in connection with the "Hague Tribunal Award," be printed forthwith, and put under the same cover as the documents the printing of which was ordered at the sitting of the House on the 25th January, 1911. Presented 27th January, 1911, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

98. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of all memorials, petitions and requests received by the government since last session advocating the enlargement of the Welland canal, as well as all memorials, petitions, resolutions, &c., favouring the construction of the Montreal and Georgian Bay canal. Presented 20th January, 1911.—*Mr. Hodgins*.. .. ..*Not printed.*

98*a*. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of the lease made between the government and the Canadian Light and Power Company relating to the Beauharnois canal. Presented 20th January, 1911.—*Mr. Lortie.*
Not printed.

CONTENTS OF VOLUME 24—*Continued.*

98*b*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing in detail:—1. All sums paid by the concessionaires or grantees of the Beauharnois canal as rental or royalties upon the rights conveyed to them by the Crown on the Beauharnois canal, or paid by their assigns in the enjoyment of the said rights, since the concession.

2. Of all sums paid or expended by the government upon the said canal since the date of the said concession.

3. Of all sums actually due the Crown by the grantees or assigns for the use of the said canal or in connection therewith. Presented 7th February, 1911.—*Mr. Monk.* *Not printed.*

98*c*. Supplementary return to an order of the House of Commons, dated 11th January, 1911, for a copy of all memorials, petitions and requests received by the government since last session advocating the enlargement of the Welland canal, as well as all memorials, petitions, resolutions, &c., favouring the construction of the Montreal and Georgian Bay canal. Presented 10th February, 1911.—*Mr. Hodgins*.. ..*Not printed.*

98*d*. Return to an order of the House of Commons, dated 1st February, 1911, for a copy of all leases, agreements and contracts made with any person, persons, company or corporations, granting by way of lease or otherwise, any water powers on or along the Trent Valley canal; together with any correspondence in connection with same. Presented 9th March, 1911.—*Mr. Roche*.. .. ..*Not printed.*

98*e*. Return to an address of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence concerning the lease or alienation of tho Beauharnois canal, of all reports called for by the government and made concerning the said alienation by experts, officers of the departments or others, of all orders in council respecting said alienation and of the deed or deeds between the Crown and the concessionaires embodying the said lease or alienation and respecting also any transfers of their rights and privileges by the original grantees. Presented 14th March, 1911.—*Mr. Monk*.. .. ..*Not printed.*

99. Return to an order of the House of Commons, dated 12th December, 1910, for a statement showing the amounts paid by the several government departments since 1st January, 1908, to the following law firms, or to any member thereof, and what has been in each case the nature of the service rendered; Messrs. Dandurand, Hibbard & Company, Montreal; Stewart, Cox & McKenna, Montreal; Smith, Markay & Company, Montreal; Hibbard, Boyer & Gosselin, Montreal. Presented 23rd January, 1911.—*Mr. Reid (Grenville)*.. .. ..*Not printed.*

100. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing the cost of the Senate of Canada for each year since the fiscal year 1896. under the headings of number of senators, indemnity, travelling expenses, printing, staff, and contingencies. Presented 23rd January, 1911.—*Hon. Mr. Foster.* *Not printed.*

101. Return to an order of the House of Commons, dated 16th January, 1911, for a return showing the names of the United States consuls or consular officers in the Dominion, the districts over which each has consular authority, the scale of fees which is exacted by them for certification of exports to the United States and the number of certified lots of goods exported under certificate during the year 1910. Presented 24th January, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

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102. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all customs entries made at Vancouver, British Columbia, for goods entered free of duty by each of the following parties during each of the years 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 and 1910:—Robert Kelly, by himself, agent, or broker for him; Kelly. Douglas & Company, or agent, or broker, for them; and by any or all of the departments of the Dominion government; also by any other person, firm or firms, or broker, having been allowed to make free entry at Vancouver, British Columbia, during above years, declared as for supply to the Dominion government. Presented 24th January, 1911.—*Mr. Barnard*.. .. ..*Not printed.*

102*a*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing the average value for duty in 1896 and 1910, respectively, of the unit of each article or commodity enumerated in the schedules of the Customs Act, on which an ad valorem duty was payable together with the rate of duty, the amount on which duty was paid, and the amount of duty paid for each year, with the totals, respectively. Presented 13th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

103. Return to an order of the House of Commons, dated 7th December, 1910, for a return showing the names, respective ages, when appointed, and pay received, by the sessional employees of the House of Commons. Presented 25th January, 1911.—*Mr. Sproule*.. .. ..*Not printed.*

103*a*. Return to an order of the House of Commons, dated 13th February, 1911, for a return showing the names and addresses of all sessional employees of the House of Commons, beginning with the session immediately subsequent to the elections of 1896, and for each year succeeding, to and including the present session, their duties in each case, their home addresses, their salaries, their transfers in each and every case to either other appointments of the sessional staff or to permanent employment in any department, the dates of each such appointment or transfer, upon whose recommendation each such appointment was made, their dismissals, if any, and the reasons therefor. Presented 28th March, 1911.—*Mr. Sharpe (Ontario)*.. .. .. ..*Not printed.*

104. Return to an order of the House of Commons. dated 5th December, 1910, for a return showing the date of the opening and closing of parliament for each year from 1896 to 1910, and the number of days the House and Senate was in session for each of these years. Presented 27th January, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

105. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all letters, telegrams, correspondence, petitions and communications referring in any manner to the establishment or maintenance of the mail route from Athol post office to South Athol, county of Cumberland. N.S Presented 27th January, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

106. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of all correspondence, telegrams or memoranda had between this government, or any member thereof, and the provincial government of Alberta and Saskatchewan. or either of them, or any of their members, in reference to securing control by such provincial governments of the lands, timber, water powers, coal and other minerals, or any of the natural resources which exist within the respective boundaries of said provinces. Presented 27th January, 1911.—*Mr. Herron*.. .. ..*Not printed.*

106*a*. Return to an order of the House of Commons, dated 13th February, 1911, for copies of any correspondence between the government of the Dominion, or any member thereof, and the provincial governments of Alberta and Saskatchewan, or either of

CONTENTS OF VOLUME 24—*Continued.*

them, or any of their members, in reference to securing control by such provincial governments of the lands, timber, water powers, coal and other minerals, or any of the natural resources which exist within the respective boundaries of said provinces, other than school lands. Presented 20th February, 1911.—*Mr. Lake.. ..Not printed.*

107. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the Minister of Justice and the Attorney General of Nova Scotia in respect to the proposed change in the constitution of the Admiralty Court for that province. Presented 30th January, 1911.—*Mr. McKenzie.. .. .. Not printed.*

108. Return to an address of the House of Commons, dated 5th December, 1910, for a copy of the proclamation of the Governor in Council naming a day for the coming into force of an Act intituled "An Act to amend the Railway Act, 1903," chapter 31 of the Statutes of Canada of 1904 as provided for by Section 2 of that Act. Presented 30th January, 1911.—*Mr. Lennox.. .. ..Not printed.*

109. Return to an address of the House of Commons, dated 11th January, 1911, for a statement giving a concise history of the negotiations in regard to reciprocal trade carried on since 1900 between the governments of Canada and of the Australian Commonwealth, together with a copy of official telegrams upon the same subject exchanged between the two governments, or between the official representatives thereof, since the Imperial Conference of 1907. Presented 31st January, 1911. —*Mr. Ames.. .. ..Not printed.*

109a. Tariff relations between the United States and the Dominion of Canada, 1911. Presented 1st February, 1911, by Hon. W. S. Fielding.. .. ..*Not printed.*

109b. Tariff relations between the United States and the Dominion of Canada, correspondence and statements, 1911. Presented 6th February, 1911, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

109c. Return to an order of the House of Commons, dated 27th February, 1911, for a return showing respectively, the total trade, the imports, the exports for each year from 1846 to 1876, both inclusive, between the British North American possessions, except Newfoundland, and the United Kingdom, the United States of America and other countries respectively. Presented 14th March, 1911.—*Mr. Borden.. .. ..Not printed.*

110. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all correspondence between the Finance Department, or any of its officers ,or any members of the government, and any persons or corporotions with reference to the incorporation of the Farmer's Bank, or to circumstances in connection therewith. Presented 1st February, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

110a. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the government or any member thereof, or any official of the Department of Finance, and any person or association, with reference to the conduct and affairs of the Farmer's Bank since the date of its organization. Presented 1st February, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

110b. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of the full report and finding of the curator of the Farmer's Bank, up to the time of his appointment as liquidator of the same by the shareholders for the requisition of which, authority is given to the Minister of Finance by Section 122 of the Bank Act. Presented 1st February, 1911.—*Hon. Mr. Foster.*
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 24—*Continued.*

110*c*. Return to an address of the House of Commons, dated 16th January, 1911, for a copy of all applications, petitions, letters, telegrams and other documents and correspondence, and all orders in council and certificates, relating to or connected with the establishment of the Farmer's Bank of Canada and its operations. Presented 1st February, 1911—*Mr. Taylor (Leeds).*
Printed for both distribution and sessional papers.

111. Return to an order of the House of Commons, dated 7th December, 1910, for a return showing the total cost to date of wharves at North Bay, Burks Falls and Maganatawan, Ontario; the name, date of appointment and salary of wharfinger in each case; the schedule of fees charged to public or others for use of wharf in each case; and a detailed statement of receipts for each wharf for the years 1907, 1908, 1909, giving name of party paying and for what. Presented 2nd February, 1911.—*Mr. Arthurs.*
Not printed.

112. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence since the 1st January, 1909, with the Department of Justice or any officers of that department, making or supporting request for increase of pay to employees of the penitentiary at New Westminster; and of all reports or recommendations in that connection made by any officer of the department. Also a copy of all reports made during the period indicated, by the grand jury at New Westminster with reference to the conditions at said penitentiary. Presented 3rd February, 1911. *Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

113. Report of proceedings between the Farmers' Delegation and the Prime Minister and members of the government held in the House of Commons chamber on the 16th December, 1910, with corresponding preliminary to the meeting. Presented 6th February, 1911, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

113*a*. Report of proceedings of the deputation of fruit and vegetable growers and the Prime Minister and members of the government held in the House of Commons on the tenth February instant. Presented 21st February, 1911, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

113*b*. Memorandum presented by the meat packers of Ontario and Quebec at a meeting held with members of the government on Monday, February 13, 1911. Presented 21st February, 1911, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

114. Return to an address of the Senate dated 12th January, 1911, for a copy of the order in council appointing His Honour Judge Jetté, administrator of the province of Quebec during the absence of Sir Pantaléon Pelletier, as well as a copy of any instruction whatsoever in connection with such appointment. Presented 19th January, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

115. Return to an address of the Senate dated 17th January, 1911, calling for dates of publication and distribution to members of parliament of the English and French editions of the debates of the Senate and of the House of Commons from the year 1900 to date. Presented 25th January, 1911.—*Hon. Mr. Landry*.. .. .. ..*Not printed.*

115*a*. Return to an order of the Senate dated 17th January, 1911, for a copy of a return showing, year by year, from 1900, up to the present day, the date of the publication and distribution to members of parliament:—

1. Of the English edition of the Journals of the Senate.

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2. Of the French edition of the same.
3. Of the English edition of the Journals of the House of Commons.
4. Of the French edition of the same. Presented 14th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

115*b*. Return to an order of the Senate dated 17th January, 1911, for a copy of a return showing, year by year, from 1900, up to the present day, the date of the publication and distribution to members of parliament:—

1. Of the English edition of the Jounrnals of the Senate.
2. Of the French edition of the same.
3. Of the English edition of the Journals of the House of Commons.
4. Of the French edition of the same. Presented 14th February, 1911.—*Hon. Mr Landry*.. .. ..*Not printed.*

116. Return to an address of the Senate dated 17th January, 1911, for a statement of the number of applications for and number of divorces granted by the parliament of Canada from 1894 to 1910 inclusive. Presented 24th January, 1911.—*Hon. Mr. McSweeny*.. .. ..*Not printed.*

117. Return to an address of the Senate dated 22nd April, 1910, showing the expenses incurred, and the date of each of the payments made by the government for the electric installation in each of the rooms of the immigration officer at Quebec during the years 1908 and 1909. Presented 31st January, 1911.—*Hon. Mr. Landry*.
1911.—*Mr. Lennox*.. .. ..*Not printed.*

118. Return to an order of the House of Commons, dated 16th January, 1911, for a return showing what amount the government paid Mr. F. H. Chrysler, K.C., for professional services between May, 1896, and 31st March, 1909, and what amount during the financial year ending 31st March, 1910; what amount since 31st March, 1910; what amount is now due by the government to Mr. Chrysler; and in what transactions or cases Mr. Chrysler is now engaged in for the government. Presented 6th February. 1911.—*Mr. Blain*.. .. ..*Not printed.*

119. Return to an order of the House of Commons, dated 25th January, 1911, for a statement showing:—

1. How much wheat was exported from Canada for the crop years ending 31st August, 1908, 1909 and 1910.
2. How much wheat was exported from Canada through United States ports during 1908, 1909 and 1910, naming said ports, and amount exported from each port.
3. How many terminal grain elevators are there at Port Arthur and Fort William, and what is the name of each.
4. How much grain was shipped through each elevator at Port Arthur and Fort William during each year 1908, 1909 and 1910, and what are the names of the elevators respectively.
5. How much wheat was exported from Canada during each crop year 1908, 1909 and 1910, not passing through the terminal elevators at Port Arthur and Fort William.
6. How many men are employed by the government in connection with the terminal elevators at Port Arthur and Fort William, and what is the total salary paid the men per year. Presented 7th February, 1911.—*Mr. Schaffner*.

Printed for sessional papers.

120. Return to an order of the House of Commons. dated 18th January, 1911, for a return showing how many appointments have been made by the government from the con-

CONTENTS OF VOLUME 24—*Continued.*

stituency of South Grey since 1904, their names, to what positions appointed, and the salary or remuneration in each case. Presented 9th February, 1911.—*Mr. Blain.*
Not printed.

120*a*. Return to an order of the House of Commons, dated 25th January, 1911, for a return showing the full names of the permanent and temporary employees appointed at Quebec since the first of January, 1905, in the following departments: Post Office, Customs, Inland Revenue and Public Works; the age and place of residence of each of these employees at the time of their appointment, the dates and nature of changes, promotions or increases of salary granted them since their appointment. Presented 15th February, 1911.—*Mr. Lachance*.. .. ..*Not printed.*

120*b*. Supplementary return to an order of the House of Commons, dated 18th January. 1911, for a return showing how many appointments have been made by the government from the constituency of South Grey since 1904, their names, to what positions appointed, and the salary or remuneration in each case. Presented 20th February, 1911.—*Mr. Blain*.. .. ..*Not printed.*

120*c*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing how many appointments have been made by the government from the constituency of Wentworth since 1904, together with their names, to what positions appointed, and the salary or remuneration in each case. Presented 27th February, 1911.—*Mr. Blaine*.. .. ..*Not printed.*

121. Return to an address dated the 24th November, 1910, for copies of all orders in council, of all decisions rendered by the Military Council or some of its members, and of all correspondence concerning the guard and escort of honour applied for in August and September last on the occasion of the visit in Quebec and Montreal of His Excellency Cardinal Vannutelli. Presented 10th February, 1911.—*Hon. Mr. Landry.*
Not printed.

122. Return to an address of the Senate dated 1st February, 1911, calling for copies of petitions presented by the Quebec Board of Trade, or of the resolutions adopted by it during November and December last, and transmitted to the Right Honourable the Prime Minister of this country, together with all correspondence exchanged on the subject of these resolutions. Presented 7th February, 1911.—*Hon. Mr. Landry.*
Not printed.

123. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of all letters, agreements, telegrams, or memoranda with respect to the application for water-power license on the Elbow river west of Calgary. Presented 13th February, 1911.—*Mr. McCarthy*.. .. ..*Not printed*

123*a*. Return to an order of the House of Commons, dated 18th January, 1911, for a copy of all correspondence had between the government, or any member thereof, and the Municipal Council of the City of Calgary, or any member thereof, regarding the conserving of the water flow of the Elbow river above the intake established by the said city in connection with their water works system. Presented 16th February, 1911.—*Mr. McCarthy*.. .. ..*Not printed.*

124. Return to an order of the House of Commons, dated 26th January, 1911, for a statement showing the amounts paid by the various departments of the government to the Sherwin-Williams Company for paints and other goods in the years 1906, 1907, 1908, 1909 and 1910. Presented 14th February, 1911.—*Mr. Boyce*.. .. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

125. Return to an order of the Senate dated 18th January, 1911, showing:

1. In 1884, did a federal statute (47 Vict., ch. 78) confirm the legal existence of the Quebec Bridge Company?

2. In 1901, did not another federal statute (1 Edward VII, ch. 81), give birth to a company known as "The Quebec Terminal and Railway Company"?

3. In 1903, after having been, for two years, completely distinct from one another, did not the two above-mentioned companies amalgamate, constituting a new company, to which a federal statute (3 Edward VII, ch. 177) gave the name of "The Quebec Bridge and Railway Company"?

4. Was it not during the same year 1903, that were signed between the Quebec Bridge and Railway Company, the agreements which gave to the government the power to substitute itself to the bridge company and to complete at a certain date the colossal enterprise of the construction of a bridge over the St. Lawrence near Quebec?

5. Was not this substitution of the government to a private company confirmed by federal legislation in 1908 at the time of the adoption by parliament of chapter 59 of 7-8 Edward VII?

6. Under the said legislation, has the government passed an order in council enacting that it take hold of the whole of the undertaking, assets, properties and concessions of the said Quebec Bridge and Railway Company?

7. When was this order in council passed?

8. What composes the whole of the undertaking, assets, properties and concessions of the said company mentioned in the laws?

9. Has any part of the said whole of the undertaking, assets, properties and concessions of the company been transferred to the Grand Trunk Pacific Railway Company, or to the National Transcontinental Commission?

10. What was the part so transferred?

11. Does it comprise the bridge or some of the railway lines from the bridge and ending at the city of Quebec or at some place on the line of the Canadian Pacific railway, on the north, and of the Grand Trunk railway on the south of the river?

12. Are not the construction of the bridge and of the railway lines from the bridge, north and south of the St. Lawrence river, under the exclusive jurisdiction of the government who have kept the entire control thereof? Presented 14th February, 1911.—*Hon. Mr. Landry* . . . . *Not printed.*

125*a*. Return to an address of the Senate dated 22nd February, 1911, for a copy of the order in council, dated 17th August, 1908, authorizing the transfer to the government of the Quebec bridge, and of all the assets, franchises and privileges then the property of the Quebec Bridge and Railway Company. Presented 8th March, 1911.—*Hon. Mr. Landry* . . . . *Not printed.*

126. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all papers, reports, valuations, plans, documents, contracts, advertisements, tenders, offers, and letters, relating to the sale and disposition of the property purchased by the government for a barracks site at Toronto, and recently sold by the government, generally known as the Baby Farm or property; and more particularly, all correspondence, valuations or opinions as to the value of the said property, and as to the method of disposal thereof; and also a copy of advertisements, number of insertions, and names of papers in which same appeared, in the possession of the Department of Militia, or any other department of the government. Presented 10th February, 1911.—*Mr. Macdonell* . . . . *Not printed.*

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127. Return to an order of the Senate dated 17th January, 1911, for a return showing, in as many distinct columns:—

1. The names of all departments obliged by law to lay before parliament reports of their annual operations.

2. The date fixed by law for the laying of the said reports before parliament.

3. The date on which the said reports have been laid for the fiscal year ending 31st March, 1910, stating whether it was the English or the French edition which was so laid.

4. The date of the publication and distribution of the French edition of the said reports.

5. The title of the reports which, up to the 15th January, 1911, nine months and a half, after the fiscal year ending the 31st March, 1910, have not yet been published in French.

6. The titles of the reports which, up to the 15th January, 1911, twenty-one months and a half after the fiscal year ending the 31st March, 1909, have not yet been published in French. Presented 16th February, 1911.—*Hon. Mr. Landry.. ..Not printed.*

128. Return to an order of the House of Commons, dated 26th January, 1911, for a return showing the date of incorporation, a copy of the Act of incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers or data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company and the new Canadian company. Also the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above companies. In the case of any mileage operated, the yearly revenues and working expenses. Presented 17th February, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

128*a*. Supplementary return to an order of the House of Commons, dated 23rd January, 1911, for a return showing the date of incorporation, a copy of the Act of incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers for data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company and the new Canadian company. Also the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above expenses. In the case of any mileage operated, the yearly revenues and working expenses. Presented 17th March, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

128b. Further supplementary return to an order of the House of Commons, dated 23rd January, 1911, for a return showing the date of incorporation, a copy of the Act of incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers or data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company, and the new Canadian company. Also the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above companies. In the case of any mileage operated, the yearly revenues and working expenses. Presented 28th March, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

129. Return to an order of the House of Commons, dated 19th January, 1910, for a return showing in the construction of drill halls or armouries, or the leasing of sites for camps of instruction, in how many and what instances municipalities, regiments, or individuals, have contributed to the cost of the same in the way of concessions, sites, or moneys, and the amount in each case since 1904. Presented 20th February, 1911.—*Mr. Worthington.. .. ..Not printed.*

130. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence with the Department of the Interior or any officer thereof in regard to half-breed scrips numbers A. 8931 and A. 9970 issued to Joseph William Malbœuf, together with a copy of all documents in any way relating to the said scrips. Presented 20th February, 1911.—*Mr. Martin (Regina).. .. ..Not printed.*

130*a*. Return to an order of the House of Commons, dated 18th January, 1911, for a copy of all corrspondence, reports, letters, telegrams and other documents, exchanged between the Right Reverend George Holmes, D.D., of Lesser Slave Lake, or anyone on his behalf, and the Minister of the Interior, or any official or temporary employee of the government, in reference to the issue or application of half-breed scrip. Presented 22nd February, 1911.—*Mr. Ames.. .. ..Not printed.*

131. Return to an order of the Senate dated 9th February, 1911, for a return showing the importations by the Dominion from the United States in the year 1910 of the following commodities:—

1. Beef and live cattle. 2. Sheep. 3. Poultry. 4. Ham. 5. Pork. 6. Bacon, 7. Flour. 8. Wheat. 9. Barley.

With the value of the different articles.

Showing also the exportations from the Dominion to the United States of the corresponding products with their relative value. Presented 22nd February, 1911.—*Hon. Mr. Macdonald (B.C.).. .. ..Printed for sessional papers.*

131*a*. Return to an order of the Senate dated 10th Februry, 1911, for a return showing in as many distinct columns, for the last five years, with an additional column containing the average thereof:—

I. The quality and value of each of the following products.—

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1. Live stock. 2. Pork and bacon. 3. Potatoes. 4. Eggs. 5. Butter. 6. Cheese. 7. Maple sugar. 8. Fruit. 9. Garden products. 10. Hay. 11. Wheat. 12. Flour. 13. Oats. 14. Other natural products. 15. Agricultural implements.

Of Canadian origin exported to:—(*a*) the United States; (*b*) the English market; (*c*) other countries.

II. The quantity and quality of the same articles, together with the amount of duty collected on each of them for consumption and imported from:—(*a*) the United States; (*b*) the British Isles; (*c*) other countries. Presented 14th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

132. Return to on order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the Department of the Interior, or any of its officers, and any other persons, respecting the timber on the Fanny Louise Irwin homestead in the District of Chilliwack, British Columbia, including any instructions to solicitors to issue a writ in Exchequer Court for cancellation of timber rights not reserved in Crown grant of the homestead. Presented 20th February, 1911.—*Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

133. Return to an order of the House of Commons, dated 18th January, 1911, for a return showing the total acreage of school lands sold in the provinces of Alberta and Saskatchewan in each of the years 1906, 1907 and 1908, with the average prices realized, also a statement of sales of such lands in each said province since 1st of January, 1909, to date, giving the places at which each sale was held and date of sale; the description of the land sold; the upset price at which it was offered and the price realized; and the area of land in each township, in which these school lands are located, that was under cultivation at the time it was decided to sell the school lands therein. Presented 20th February, 1911.—*Mr. McCarthy*.. .. ..*Not printed*

134. Return to an order of the House of Commons, dated 15th December, 1909, for a copy of all papers, letters, telegrams, documents, petitions, reports and correspondence with reference to, or in any way concerning the appointment of a government weigher at Montreal. Presented 20th February, 1911.—*Mr. Armstrong*.. .. ..*Not printed.*

135. Supplementary return to an order of the House of Commons, dated 28th February, 1910, for a return showing the number of persons in the employ of each department of the government during the year 1909 under the following heads: (*a*) civil service employees at Ottawa; (*b*) civil service employees outside of Ottawa; (*c*) in stated and regular employ, but not under the Civil Service Act, giving the distinctive service of each group; (*d*) those in temporary or casual employment, giving the distinctive work of each group, and also showing the total amount paid under each head. Presented 20th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

136. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total quantity of coal delivered to ship at Pictou, in each year during which the SS. *Stanley* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

Also, statements showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight. Presented 21st February, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

136*a*. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total quantity of coal delivered to ship at Pictou, in each year during which the SS. *Earl Grey* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

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Also, statements showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight. Presented 21st February, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

136*b*. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total quantity of coal delivered to ship at Pictou, in each year during which the SS. *Stanley* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

Also, statments showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight. Presented 21st February, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

137. Return to an order of the House of Commons, dated 6th February, 1911, for a copy of the last advertisement for tenders, and the specification and contract or proposed contract for the erection of the Quebec bridge. Presented 21st February, 1911.—*Mr. Lennox*.. .. .. *Not printed.*

137*a*. Return to an address of the House of Commons, dated 5th December, 1910:—

1. For a return showing the contract between the Quebec Bridge and Railway Company and M. P. Davis, dated July 27, 1903, providing for the construction of the lines of railway connecting the Quebec bridge with the city of Quebec and with certain other railways, the tender upon which the contract was based. and the estimated cost at the time of the contract based upon the scheduled quantities and prices.

2. The agreement transferring this undertaking to the government, and of all correspondence and documents in connection therewith and of the order in council of 16th February, 1909, transferring it to the commissioners of the Transcontinental railway.

3. And stating the mileage of the lines of railway embraced in this contract.

4. The sums paid on account by the Quebec Bridge and Railway Company, and the purposes for which it was paid.

5. The amount owing or claimed by the contractor for work done or material supplied up to the time the undertaking was taken over by the government, and the date of taking it over, the amount paid or undertaken to be paid by the government to the company or its members, the estimated amount at that time required to complete the work, the amount the government or commissioners have since paid and the estimated amount yet to be paid.

6. And setting forth the reasons for taking the undertaking out of the hands of the Bridge and Railway Company and for transferring it to the commissioners.

7. Any other sums paid, allowed or assumed for or on account of this company or its members, and the account on which paid, allowed or assumed. Presented 28th March, 1911.—*Mr. Lennox*.. .. ..*Not printed.*

137*b*. Return to an address of the House of Commons, dated 6th March, 1911, for a copy of the order in council appointing, or providing for the appointment of, the engineers to prepare and determine upon plans ond specifications, and superintend the construction of the Quebec bridge, and of all instructions, correspondence, writings and documents, in connection with these appointments, including the two additional engineers; and also a copy of any subsequent orders in council, or any instructions, correspondence, &c., relating to the refusal of any of the engineers to act, or continue in office, or the retirement, or substitutions of engineers. Presented 12th April, 1911. —*Mr. Lennox*.. .. ..*Not printed.*

137*c*. Return to an order of the House of Commons, dated 10th April, 1911, for a copy of all correspondence between the Department of Labour and various labour organizations,

CONTENTS OF VOLUME 24—*Continued.*

or their officers, in connection with the Quebec bridge. Presented 20th April, 1911.—*Mr. Ames*.. .. ..*Not printed.*

137*d*. Return to an order of the Senate dated 24th November, 1910, calling for a copy of all correspondence between the government, some of its members or employees, and the engineers oppointed to prepare the plans of the new bridge to replace the one which collapsed at Quebec in the year 1907. Presented 20th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

138. Report of the Ottawa Improvement Commission for the fiscal year ending 31st March, 1910, &c. Presented 21st February, 1911, by Hon. W. S. Fielding. .. .. ..*Not printed.*

139. Fourth Joint Report of the Commissioners for the demarcation of the meridian of the 141st degree of west longitude (Alaskan boundary) appointed in virtue of the first article of the convention between Great Britain and the United States, signed at Washington on the 21st April, 1906. Presented 21st February, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for sessional papers.*

140. A return to an address of the Senate dated 20th January, 1911, calling for copies of all orders in council and ordinances, and of all correspondence exchanged between the parties interested in the subject:—

1. Of the lease, before 1896, to Mr. Georges Tanguay of a military property belonging to the government and situated on des Ramparts street at Quebec.

2. Of the requests made by other persons at that time, to purchase or lease the property in question.

3. Of the sale of the same property to the same Georges Tanguay. agreed to by the present government about 1897. Presented 21st February, 1911.—*Hon. Mr. Landry. Not printed.*

141. Return to an order of the House of Commons, dated 7th December, 1910, for a statement showing the disposition made by the government during the past year of the following:—public lands, timber limits, mineral areas, water-powers and fishing rights. Presented 22nd February, 1911.—*Mr. Sharpe (Lisgar)*.. .. .. ..*Not printed.*

141*a*. Supplementary return to an order of the House of Commons, dated 7th December, 1910, for a statement showing the disposition made by the government during the past year of the following:—public lands, timber limits, mineral areas, water-powers and fishing rights. Presented 19th May. 1911.—*Mr. Sharpe (Lisgar)*.. ..*Not printed.*

142. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing the concessions granted to Canada by British countries, the products of which may be imposed into Canada under the preferential tariff. Presented 23rd February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

143. Order in council, correspondence, &c., in respect to a resolution of the Legislative Assembly of the province of Saskatchewan, declaring it desirable that the parliament of Canada should create out of the public domain within the province, a suitable land grant for the University of Saskatchewan. Presented 23rd February, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed.*

144. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing:—1. All grants, leases, licenses, and concessions given to individuals or corporations of water power rights or privileges on the Winnipeg river at present in force. 2. The names and descriptions of such power sites. 3. The terms and conditions upon which they are respectively held. 4. The dates upon which these powers

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or privileges were respectively given. 5. What constitutes forfeiture. 6. What grants, leases or licenses have been forfeited. 7. The general rules and regulations, if any, applying to the giving and holding of the water-powers on this river. 8. The amount of development effected by the grantees or lessees respectively. 9. What title or interest the Dominion claims in the running water, the bed of the river, and the banks thereof. Presented 24th February, 1911.—*Mr Haggart (Winnipeg).* *Not printed.*

145. Return to an order of the House of Commons, dated 5th December, 1910, for a return showing the total number of accidents on railways in Canada since 1st April. 1909, and up to date; the number of fatal accidents; the number on each railway, and the causes of the same. Also, the number of accidents on construction work, fatal or otherwise, on the Canadian Northern and the Grand Trunk Pacific railways, and the causes of the same. Presented 24th February, 1911.—*Mr. Smith (Nanaimo).* *Not printed.*

146. Return to an order of the Senate dated 24th January, 1911, showing, year by year, from 1st July, 1896, up to date, the amounts paid to Mr. J. B. Laliberté, of Quebec, merchant, by each of the departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry.. .. ..Not printed.*

147. Return to an order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, from the 1st July, 1896, up to this date, the sums of money paid to the newspaper, the *Daily Telegraph*, of Quebec, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry.. .. ..Not printed.*

148. Return to an order of the Senate dated 26th January, 1911, for a return showing, year by year, since 1st July, 1896, up to date, the amounts paid to Mr. Louis Letourneau, of Quebec, or to the Quebec Preserving Company, by each of the departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry.* *Not printed.*

149. Return to an order of the Senate dated 27th January, 1911, for the production of a return showing, year by year, from the 1st of July. 1896, to this date, the sums of money paid to Messrs. Samson and Filion, of Quebec, merchants, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry.. .. ..Not printed*

150. Return to an order of the Senate dated 27th January, 1911, for the production of a return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. C. E. Taschereau, of Quebec, notary, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry.. .. ..Not printed.*

151. Return to an order of the Senate dated 27th January, 1911, for the production of a return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. George Tanguay, of Quebec, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. dry.. .. ..Not printed.*

152. Return to an order of the House of Commons, dated 6th February, 1911, for a copy of the curator's reports in the cases of all banks for which curators have been appointed. Presented 27th February, 1911.—*Hon. Mr. Foster.. .. ..Not printed*

CONTENTS OF VOLUME 24—*Continued.*

152a. Supplementary return to an order of the House of Commons, dated 6th February, 1911. for a copy of the curators' reports in the cases of all banks for which curators have been appointed. Presented 2nd May, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

153. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of the by-laws, rules and regulations of the Canadian Bankers' Association as approved by the Treasury Board and now in effect. Presented 27th February, 1911.—*Hon. Mr. Foster.. .. ..Printed for sessional papers.*

154. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total amount of money that has been expended on the Seybold building for alterations and repairs, or in installation of elevators, heating apparatus or other fixtures, by the government during the term of the present lease, and also under the former lease, when used for census purposes.

2. The particulars of expenditures and to whom were the several amounts paid. Presented 6th March, 1911.—*Mr. Goodeve.. .. ..Not printed.*

155. Return to an order of the House of Commons, dated 20th February, 1911, for a copy of all applications made by employees of the North Atlantic collieries for a conciliation board within the past six months, and of all letters, telegrams, documents, statements and other papers and documents touching the same, or having any relation thereto, including all correspondence received by the government or any department of the government from the said North Atlantic collieries or from the employees thereof touching the matter aforesaid. Presented 27th February, 1911.—*Mr. Maddin. Not printed.*

156. Return to an order of the House of Commons, dated 2nd February, 1911, for a return showing the amount of money paid for provisions, supplies, repairs, work or any other service for the year ending 31st March, 1910, to the following firms in the city of Kingston, respectively: Eliott Brothers, McKelvey & Birch, C. Livingstone & Bros., R. Crawford, James Redden & Co., R. Carson, and James Crawford. Presented 27th February, 1911.—*Mr. Edwards.. .. ..Not printed.*

157. Orders in council, correspondence, &c., touching any proposal or Bill to erect dams, or other similar works across the River St. Lawrence, or part of the said river, at or near the Long Sault, or in the vicinity thereof. Presented 27th February, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for sessional papers.*

157a. Partial return to an address of the House of Commons, dated 8th February. 1911, for a copy of all correspondence, memoranda, reports, memorials, plans, orders in council, treaties, conventions, agreements, documents and papers of every kind, touching any proposal or Bill to erect dams or other similar works across the River St. Lawrence, or part of the said river, at or near the Long Sault, or in the vicinity thereof; including all statutes of the state of New York and the United States of America relating thereto, and all Bills now before the Congress of the United States of America touching the same, and all the procedings upon all such Statutes and Bills. Presented 9th March. 1911.—*Mr. Borden.. .. ..Not printed.*

158. Return to an order of the House of Commons, dated 6th February, 1911, for a return giving the names of all persons receiving fishery bounties, and the amount received by each, at each of the following ports:—Bauline, Little Lorraine, Main-á-Dieu and Scaterie, in the county of Cape Breton, Nova Scotia. Presented 28th February, 1911. —*Mr. Maddin.. .. ..Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

158*a*. Return to an order of the House of Commons, dated 16th April, 1911, for a return showing the names of all persons in the province of New Brunswick who have received fishing bounties during the year ending 31st March, 1911, with the amount received by each. Presented 2nd May, 1911.—*Mr. Daniel*.. .. ..*Not printed.*

159. Return to an order of the House of Commons, dated 20th January, 1911, for a copy of all reports, correspondence, and documents, not already brought down, including report of survey made in 1909 of the harbour of Cape John and Tatamagouche Bay, in the counties of Pictou and Colchester, in the province of Nova Scotia, relating to the route of the winter steamers between Prince Edward Island and the mainland of Canada, and suggesting or recommending a change or changes on such route, and an increase in the number of trips daily of such winter steamers; also a copy of all similar papers, not already brought down, relating to the route of the summer mail steamers between Charlottetown and the mainland of Canada, and suggesting a change in that route and an increase in the number of trips daily; and also with regard to connecting such suggested route with a point on the Intercolonial railway. Also for a copy of all similar papers, if any, relating to or suggesting the route between Cape Traverse in Prince Edward Island and Cape Tormentine in the mainland, as a route for the winter and summer steamers. Also for a copy of all reports, papers and correspondence relating to additional or improved aids to navigation of the harbour of Charlottetown and entrance thereto and in Tatamagouche bay and harbour. Presented 6th March, 1911.—*Mr. Warburton*.. .. .. ..*Not printed.*

160. Return to an address of the House of Commons, dated 20th February, 1911, for a copy of all correspondence, recommendations, orders in council, or other documents relating to the case of R. E. Curran, a railway mail clerk, who was fatally injured in an accident at Owen Sound, on the 29th May, 1908, and with regard to which application was made for a compassionate grant or allowance to his heirs or family. Presented 7th March, 1911.—*Mr. Macdonell*.. .. ..*Not printed.*

161. Return to an address of the House of Commons, dated 27th February, 1911, for a copy of all orders in council, reports, correspondence, documents and papers touching the dismissal of the sub-collector of customs at Mahone bay, Nova Scotia. Presented 13th March, 1911.—*Mr. Taylor (Leeds)*.. .. ..*Not printed.*

162. Return to an order of the House of Commons, dated 20th February, 1911, for a return showing:—1. The nature of the subsidy which has been granted to the Vancouver Dry Dock Company.

2. The nature of payment of interest or of a guarantee of such subsidy. Presented 13th March, 1911.—*Mr. Barnard*.. .. ..*Not printed.*

163. Return to an order of the House of Commons, dated 6th March, 1911, for a copy of all papers, reports of appraiser, letters and correspondence relating to the appraising and passing the customs of the vessel *Wanda*, owned by one William R. Travers, Toronto, on the 20th October, 1909. Presented 14th March, 1911.—*Mr. Sharpe (Ontario)*.. .. ..*Not printed.*

164. Statement of the affairs of the British Canadian Loan and Investment Company (Limited) for the year ended 31st December, 1910.

Also, a list of the shareholders on 31st December, 1910, in accordance with chapter 57 of 39 Victoria. Presented (Senate) 14th March, 1911, by the Hon. the Speaker. *Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

165. Return to an order of the House of Commons, dated 27th February, 1911, for a return showing:—

1. How many fisheries officers have been appointed in connection with the Ontario fisheries service within the last year?

2. What are their names, their rank, and the limits territorially of the jurisdiction of each?

3. What is the salary of each, and what is the length of time or duration of such appointments?

4. Do the duties of these officers in any, and in what cases duplicate the services if similar officers appointed by the Ontario legislature?

5. Has anything been done, and what, to prevent the duplication of this service?

6. What is the total revenue derived during the years 1909 and 1910 from fisheries for the province of Ontario, and what was the total expenditure?

7. What will be the total expenditure for the year 1911?

8. Is any, and what, system followed in making appointments to this service as to efficiency. Presented 17th March, 1911.—*Mr. Porter*.. .. ..*Not printed.*

165*a*. Return to an order of the House of Commons, dated 16th February, 1911, for a return showing how many wardens for the protection of fisheries were appointed in Victoria county, N.S., between July and December in the years 1906, 1907, 1909 and 1910.

2. Their names, length of service and amount paid to each. Presented 24th March, 1911.—*Mr. Maddin*.. .. ..*Not printed.*

166. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the Post Office Department and any of the officials or other persons, relative to making an allowance for the transportation of letter carriers on the tramway system in New Westminster. Presented 17th March, 1911.—*Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

167. Return to an address of the Senate dated 23rd February, 1911, for a copy of all the documents relating to the case of cholera reported in November last as to the Russian Said Godlieb, to the quarantining of this person, and to his detention until this date on Grosse Isle, with a history of the case. day by day, up to this date. Presented 16th March, 1911.—*Hon. Mr. Landry*.. .. .. *Not printed.*

168. Return to an address of the Senate dated 17th January, 1911, for a statement of the number of divorces granted by the parliament of Canada since 1894 to 1910 inclusive, together with the number of divorces granted by each of the courts of Nova Scotia, New Brunswick, Prince Edward Island, and British Columbia; also the population of each of those provinces according to census of 1901; and the aggregate population of Ontario, Quebec, Manitoba, and the Northwest Territories according to census in 1901. Presented 16th March, 1911.—*Hon. Mr. Power*.. .. ..*Not printed.*

169. Return to an order of the Senate dated 17th February, 1911, for a return showing the correspondence exchanged, the report made by the captain and the log kept by him relating to the trip just made by the steamer *Montcalm* in the lower St. Lawrence, the island of Anticosti and to the Baie des Sept Isles, &c. Presented 16th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed*

170. Return to an address of the Senate dated 10th March, 1911, calling for a statement showing:—

1. Who are among the judges of the Superior Court of the province of Quebec, those whose place of residence is fixed by the commission appointing them, and what is, for each of these judges, the place so fixed.

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2. Who are the judges whose place of residence has been fixed or changed by order in council, and what is for each of these judges, the place of residence now fixed.

3. Who are the judges whose place of residence has never been fixed, neither in the commission nor by any subsequent order in council. and what is the judiciary district to which they were appointed. Presented 21st March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

171. Return to an order of the House of Commons, dated 30th January, 1911, for a copy of all advertisements, letters, contracts, complaints, reports of inspectors and other correspondence regarding mail routes Trout creek to Loring and Powassan to Nipissing or Restoule. Presented 24th March, 1911.—*Mr. Arthurs*.. .. ..*Not printed*

173. Return to an order of the House of Commons, dated 27th February, 1911, for a return showing what ministers of the Crown were abroad in 1908, 1909 and 1910, on public business and on what business; what expenses were incurred by each while engaged on public business; what persons, if any, accompanied each minister on public business whose expenses were paid by the government, and the amount of such persons expenses. Presented 24th March, 1911.—*Mr. Sharpe (Ontario)*.. .. .. ..*Not printed*

173. Return to a order of the House of Commons, dated 27th February, 1911, for a return showing the value, respectively, of the following products of the country, by provinces, during the years 1909 and 1910, agricultural products of all kinds, including field products of every kind, fruit, vegetables, live stock, &c., dairy products, &c.; timber of all kinds; minerals of all kinds; fish of all kinds; and manufactured goods of all kinds. Presented 24th March, 1911.—*Mr. Macdonell*.. .. ..*Not printed.*

174. Report of the Manitoba Fisheries Commission, 1910-11. Presented 24th March, 1911, by Hon. L. P. Brodeur.. .. ..*Not printed.*

175. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing what amount has been paid by the government during the last fiscal year for cab hire and street railway fares in the city of Ottawa for the following persons, with the names and the amounts in each case: ministers of the Crown; speaker of the Senate and House of Commons; civil servants of all grades from deputy ministers down; all other persons employed in any government work or other service. Presented 27th March, 1911.—*Mr. Taylor (Leeds)*.. .. ..*Not printed.*

175*a*. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing what amount has been paid by the government during the last fiscal year for travelling expenses with the names and the expenditure in each case, under the following heads, viz.: railway, steamship, and other lines of transportation; private cars; Pullman cars; tips to waiters; meals and hotel expenses; for the following persons: Ministers of the Crown; civil servants of all grades; immigration agents; and other persons employed by the government on any special or other work. Presented 20th April, 1911.—*Mr. Taylor (Leeds)*.. .. ..*Not printed.*

175*b*. Supplementary return to an order of the House of Commons, dated 14th December, 1910, for a return showing what amount has been paid by the government during the last fiscal year for travelling expenses with the names and the expenditure in each case, under the following heads, viz.: railway, steamship, and other lines of transportation; private cars; Pullman cars; tips to waiters; meals and hotel expenses, for the following persons: Ministers of the Crown; civil servants of all grades; immigration agents; and other persons employed by the government on any special or other york. Presented 20th July, 1911.—*Mr. Taylor (Leeds)*.. .. ..*Not printed.*

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176. Papers referring to the organization of a Secretariat, as follows:—1. Despatch to the governors of the self-governing colonies relative to the reorganization of the Colonial Office.

2. Note on a visit to Australia, New Zealand and Fiji in 1909, by Sir Charles Lucas, K.C.M.G., C.B., assistant under secretary of state for the Colonies.

3. Report of the Dominions Department of the Colonial Office for the year 1909-1910.

4. Imperial Copyright Conference, 1910, memorandum of the proceedings.

5. Further correspondence relating to the Imperial Conference.

6. Correspondence relating to th Imprial Confrence, 1911. Presented, 28th March, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed.*

177. Return to an order of the House of Commons, dated 20th February, 1911, for a copy of the application by or on behalf of the Glace Bay Bait Association, Glace Bay, N.S., for moneys in connection with the cold storage building for the storage of bait, at Glace Bay, N.S.; also a copy of all correspondence between the said association or anyone on its behalf and the government, any department of the government, or anyone on behalf of the government or any of its departments. Presented 28th March, 1911.—*Mr. Maddin*.. .. ..*Not printed.*

177*a*. Return to on order of the House of Commons, dated 3rd April, 1911, for a copy of all the correspondence in connection with the building of bait freezers at Louisburg and Lingan in the riding of South Cape Breton. Presented 20th April, 1911.—*Mr. Mackenzie*.. .. ..*Not printed.*

178. Return to an address of the Senate dated 8th March, 1911, that an order of the Senate do issue for the production of a copy of the complaint made by the commandant of the 61st Regiment against the commandant of the 7th Military District, of the reply of the latter and of all correspondence on the subject between the authorities at Ottawa and those at Quebec and Montreal, together with a copy of the report of the Inspector General respecting the case. Presented 28th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

179. Return to an order of the House of Commons, dated 16th March, 1911, for a return showing the average prices of butter and of eggs in London, England, for the past five years in comparison with the prices, respectively, in eastern provinces, in Montreal, in Toronto, in Minneapolis, in Chicago, in Detroit, in Buffalo, in Boston and in New York. Presented 30th March, 1911.—*Mr. Sharpe* (*Ontario*).. .. .. ..*Not printed.*

179*a*. Return to an order of the House of Commons, dated 23rd March, 1911, for a return showing the quantity and value of butter, eggs, poultry, chilled or frozen meat, bacon, lard, apples, vegetables, wheat, barley, cattle, horses and potatoes imported into Canada during the six months ending 1st March, 1911, the countries from which the same were imported and the duty collected thereon. Presented 6th April, 1911.—*Mr. Middlebro*.. .. ..*Not printed.*

179*b*. Supplementary return to an order of the House of Commons, dated 23rd March, 1911, for a return showing the quantity and value of butter, eggs, poultry, chilled or frozen meat, bacon, lard, apples, vegetables, wheat, barley, cattle, horses and potatoes imported into Canada during the six months ending 1st March, 1911, the countries from which the same were imported and the duty collected thereon. Presented 8th May, 1911.—*Mr. Middlebro*.. .. ..*Not printed.*

180. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing the total payments made by the government to the Eclipse Manufacturing

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Company, Limited, for year 1909-10, and how these contracts were let; the total payments made by the government to the Office Specialty Manufacturing Company, Limited, for year 1909-10, and how these contracts were let; the total payments made by the government to Messrs. Ahearn & Soper for year 1909-10, and how these contracts were let. Presented 3rd April, 1911.—*Mr. Sharpe (Lisgar)*.. .. ..*Not printed.*

181. Return to an order of the Senate dated 22nd February, 1911, for a copy of all orders in council and of all orders issued by the Minister of the Interior giving, from time to time, to the commissioner for the Northwest Territories, since his appointment as such, the instructions which he is to follow in the exercise of his executive in so far as concerns the government of the Northwest Territories. Presented 4th April, 1911. *Hon. Mr. Landry*.. .. ..*Not printed.*

182. Return to an order of the Senate dated 16th March, 1911, calling for a copy of all correspondence relating to the stranding in August, 1910, of the ship *Manchester Engineer* near the Strait of Belle Isle, and of the investigation held with reference thereto at Quebec during the month of September or October last. Presented 4th April, 1911. —*Hon. Mr. Landry*.. .. ..*Not printed.*

183. Return to an order of the House of Commons, dated 15th February, 1911, for a return showing all communications, telegrams, letters, petitions or plans relating to the rifle range at Bear River, N.S., received since January, 1909.

2. From whom received and upon what dates respectively? Presented 5th April, 1911. —*Mr. Jameson*.. .. ..*Not printed.*

184. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing what total amount has been annually expended in each province since 1880 by the Department of Public Works for harbours and rivers, together with the annual totals of said expenditure for the whole of Canada; also that the Department of Public Works prepare and lay upon the Table of this House with this Return a map for each province, showing the location of all wharves, piers, breakwaters, &c., constructed or purchased by the federal government, and presently owned by the Dominion of Canada. Presented 6th April, 1911.—*Mr. Ames*.. .. ..*Not printed.*

185. Return to an order of the Senate dated 22nd February, 1911, for:—

1. Copies of all papers relating to the appointment of Martin Dickie to the command of the 76th Regiment of the counties of Colchester and Hants.

2. Copies of all papers relating to the recommendation of Major J. L. Barnhill by Lieut. General Drury and others to the command of the said regiment.

3. Copies of all documents relating in any way to the reasons or causes why the said Major Barnhill as the senior officer of said regiment should not have been appointed to the command of the same.

4. Copies of all correspondence and other popers and documents relating to the recent reorganization of the 78th Colchester, Hants and Pictou Regiment of "Highlanders." Presented 4th April, 1911.—*Hon. Mr. Lougheed*.. .. ..*Not printed.*

186. Return to an order of the House of Commons, dated 27th March, 1911, for a return showing the mileage of railways owned, controlled or operated in the United States by the Grand Trunk, the Canadian Pacific and other Canadian railway companies.

2. Also the mileage of railways owned, controlled or operated by the United States railway corporations in Canada. Presented 10th April, 1911.—*Mr. Rutan.*
Not printed.

187. Return to an order of the House of Commons, dated 3rd April, 1911, for a copy of all correspondence, declarations, telegrams, mailing lists, and other documents relating

CONTENTS OF VOLUME 24—*Continued.*

to an application asking for the granting of statutory postal privileges to a newspaper published at New Glasgow, Nova Scotia, called the Guysborough *Times*. Presented 10th April, 1911.—*Mr. Sinclair*.. .. ..*Not printed.*

188. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all memorials, reports, correspondence and documents in the possession of the government, not already brought down, relating to a survey of a route for a tunnel under the Straits of Northumberland between the province of Prince Edward Island and the mainland of Canada, and also relating to the construction of such tunnel. Presented 12th April, 1911.—*Mr. Richards*.. .. ..*Not printed.*

189. Return to an order of the House of Commons, dated 27th February, 1911, for a copy of all enactments, regulations, documents, papers and information of every kind setting forth or showing the systems or method by which the census is taken in the United Kingdom, the British Dominions and foreign countries, respectively; and showing in what respect, if any, the principle, system or method adopted in the United Kingdom, the British Dominions, and foreign countries differs from that proposed for the approaching census in Canada. Presented 12th April, 1911.—*Mr. Borden*.. .. ..*Not printed.*

189*a*. Forms of schedules, &c., in connection with the census to be taken during the year 1911. Presented 21st April, 1911, by Hon. S. A. Fisher.. .. ..*Not printed.*

189*b*. Supplementary return to an order of the House of Commons, dated 27th February, 1911, for a copy of all enactments, regulations, documents, papers and information of every kind setting forth or showing the systems or method by which the census is taken in the United Kingdom, the British Dominions and foreign countries, respectively; and showing in what respect, if any, the principle, system or method adopted in the United Kingdom, the British Dominions, and foreign countries differs from that proposed for the approaching census in Canada. Presented 10th May, 1911.—*Mr. Borden*.. .. ..*Not printed.*

190. Return to an order of the House of Commons, dated 6th February, 1911, for a return showing:—1. How many employees were connected with the Printing Bureau in 1896?

2. The names of those employees connected with the Printing Bureau who were dismissed between 1896 and 1911, and the date of dismissal and the cause in each case?

3. The names of those employees, who resigned or died between the years 1896 and 1911, and the date of resignation or death in each case.

4. The names of those who have been appointed to positions in connection with the Printing Bureau between 1896 and 1911, and the date of appointment in each case. Presented 12th April, 1911.—*Mr. Edwards*.. .. ..*Not printed.*

191. Return to an address of the Senate dated 17th January, 1911, for the production of a copy of the agreements concluded between the government and the former proprietor of the Stadacona farm at St. Félix du Cap Rouge, with reference to the purchase of the said farm, and of operating the same in the future as an experimental farm, and of all correspondence on these two matters. Presented 19th April, 1911.—*Hon. Mr. Landry* .. .. *Not printed.*

192. Return to an order of the House of Commons, dated 27th March, 1911, for a copy of all the correspondence, contracts, assignments and other documents with regard to what is called the Percy Aylwin irrigation grant, granted to him under order in council dated 1st September, 1908. Presented 8th May, 1911.—*Mr. Campbell*..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

193. Return to an order of the House of Commons, dated 27th February, 1911, for a copy of all letters, papers, telegrams, documents, vouchers and pay sheets, showing the names of all persons who supplied materials or worked, and the prices and rates of wages, and sums paid to each, in connection with the construction of a wharf at Deep Brook, N.S. Presented 28th April, 1911.—*Mr. Jameson*.. .. .. ..*Not printed.*

194. Return to an address of the House of Commons, dated 10th April, 1911, for a copy of all papers, documents, memoranda and correspondence relating to the parliament site in the city of Winnipeg for the province of Manitoba, including the reservations made in the Crown grants to the Hudson's Bay Company, and the purpose for which the same were made, and also a copy of the Dominion order in council, dated the 23rd January, 1872, and all subsequent orders in council and correspondence dealing with the site for both provincial and Dominion purposes. Presented 1st May, 1911. —*Mr. Haggart (Winnipeg)*.. .. ..*Not printed.*

194*a*. Supplementary return to an address of the House of Commons, dated 10th April, 1911, for a copy of all papers, documents, memoranda and correspondence relating to the parliament site in the city of Winnipeg for the province of Manitoba, including the reservations made in the Crown grants to the Hudson's Bay Company, and the purpose for which the same were made, and also a copy of the Dominion order in council, dated the 23rd January, 1872, and all subsequent orders in council and correspondence dealing with the site for both provincial and Dominion purposes. Presented 20th July, 1911.—*Mr. Haggart (Winnipeg)*.. .. ..*Not printed.*

195. Return to an address of the House of Commons, dated 23rd January, 1911, for a copy of all orders in council, regulations and rules of the several departments of the government respecting the participation by employees of the government in civic or municipal affairs, and especially with regard to their disability from serving in civic or municipal councils; and all correspondence, documents and papers since the first day of January, 1900, touching the operation of the said orders in council, rules and regulations. Also a list of all employees of the government who have been elected to or have served in city or municipal councils during the said period from the first day of January, 1900. up to the present time, including all those now so serving and those who have been prevented by the government from serving. Presented 1st May, 1911.—*Mr. Borden*.. .. ..*Not printed.*

195*a*. Supplementary return to an address of the House of Commons, dated 23rd January, 1911, for a copy of all orders in council, regulations and rules of the several departments of the government respecting the participation by employees of the government in civic or municipal affairs, and especially with regard to their disability from serving in civic or municipal councils; and all correspondence, documents and papers since the first day of January, 1900, touching the operation of the said orders in council, rules and regulations. Also a list of all employees of the government who have been elected to or have served in city or municipal councils during the said period from the first day of January, 1900, up to the present time, including all those now so serving and those who have been prevented by the government from serving. Presented 3rd May, 1911.—*Mr. Borden*.. .. ..*Not printed.*

196. Return to an address to His Excellency the Governor General of the 3rd April, 1911 for a copy of all orders in council, memoranda, papers and documents, relating to the transfer, or any negotiations concerning the transfer, of a charter known as the Manitoba and South Eastern Railway Company. Presented 2nd May, 1911.—*Mr McCarthy*.. .. ..*Not printed*

CONTENTS OF VOLUME 24—*Continued.*

197. General rule and order of the Exchequer Court of Canada in regard to seals. Presented 2nd May, 1911, by Hon. Charles Murphy.. .. ..*Not printed.*

198. Return to an order of the House of Commons, dated 18th January, 1911, for a return showing how many aliens there are in the service of the government of Canada who are residing out of Canada, their names, nationality, the nature of the service, term of service, residence, and salary.

2. The same information as to aliens now residing in Canada who have been in the service of the government of Canada for a period of three years or more, and the date and length of service.

3. The same information in regard to aliens in the service of the government of any province or provinces of Canada. Presented 9th May, 1911.—*Mr. Lennox.*
Not printed.

199. Return to an order of the House of Commons, dated 1st May, 1911, for a return giving the names of the gentlemen appointed as judges by the present government of Canada since they came into power in 1896, the residences of these gentlemen at the time of appointments, the positions to which they were respectively appointed, and in each case where the appointee had a predecessor in the position, the time which the position was vacant. Presented 11th May, 1911.—*Mr. Lennox*.. .. ..*Not printed.*

200. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all correspondence, telegrams, reports, contracts, papers and memorials in the possession of the government relating to the establishment of a fast Atlantic service between Canada and any other country; also with reference to an all red route, cable, or telegraph service, betyeen Canada and any other country, within the past fifteen years. Presented 16th May, 1911.—*Mr. Armstrong*.. .. ..*Not printed*

201. Return to an order of the House of Commons, dated 18th May, 1911, for copies of any correspondence between the government of New Brunswick, or any member or members thereof, and the government of Canada, or any member thereof, with reference to changing the Subsidy Act, 1910, with respect to a subsidy for a line of railway from Grand Falls in the province of New Brunswick to the city of St. John in the same province. Presented 19th May, 1911.—*Mr. Carvell*.. .. ..*Not printed.*

202. Copy of report of Board of Conciliation and Investigation in the matter of the Western Coal Operators' Association and its employees. Presented 19th July, 1911, by Hon. W. L. Mackenzie King.. .. ..*Not printed.*

203. Return to an order of the House of Commons, dated 23rd January, 1911, for a return—

1. Showing in tons the east-bound and the west-bound traffic on the Intercolonial railway for the five years ending 30th June, 1910.

2. The miles of main trunk line and branches of the Intercolonial railway in each province through which it passes, distinguishing the trunk line from the branches.

3. Showing in tons the west-bound traffic originating in each of the maritime provinces during the period of five years ending 30th June, 1910. Presented 18th July, 1911.—*Mr. Sinclair*.. .. ..*Not printed.*

204. Return to an order of the House of Commons, dated 13th March, 1911, for a copy of all correspondence, telegrams, &c., during the past twelve months between Mr. E. J. Walsh, C.E., and the Minister of Department of Railways and Canals in regard to the Newmarket Canal. Presented 18th July, 1911.—*Mr. Wallace* .. .. ..*Not printed*

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205. Return to an order of the House of Commons, dated 20th April, 1911, for a return showing:—1. The quantity of bituminous coal imported into Ontario transhipped into other provinces in 1910.

2. The quantity of bituminous coal imported into Ontario in 1910 imported by the different railway companies.

3. The quantity and value of slack coal imported into Ontario in 1910, what portion of this slack coal was transhipped to other provinces, and what imported by railway companies. Presented 18th July, 1911.—*Mr. Macdonell.. .. .. ..Not printed.*

206. Return to an order of the House of Commosn, dated 24th April, 1911, for a return showing in detail the expenses incurred and paid for the Paris exposition in 1900, as payments of the Colonial committee on account of space, &c., $87,000, as shown in the report of the Auditor General for 1899-1900, page D—15. Presented 21st July, 1911.—*Mr. Paquet.. .. ..Not printed*

207. Report of Mr. Justice Murphy, Royal Commissioner appointed to investigate alleged Chinese frauds and opium smuggling on the Pacific coast. 1910-11, together with copies of the evidence taken and exhibits produced before the said commissioner. Presented 21st July, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed.*

208. Minutes of Proceedings of the Imperial Conference, 1911. Presented 27th July, 1911, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

208*a*. Despatches, &c., relative to the simultaneous publication of memorandum of conference on the subject of the status of Dominion navies. Presented 27th July, 1911, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

208*b* and **208*c*.** Memorandum of conferences between the British admiralty and representatives of the Dominions of Canada and Australia; and also. copy of a cable despatch from Mr. Harcourt to Lord Grey. Presented 28th July, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers*

208*d*. Report of a Committee of the Imperial Conference convened to discuss defence (military), of the War Office, 14th June and 17th June, 1911. Presented 28th July, 1911 by Hon. S. A. Fisher.. .. ..*Printed for both distribution and sessional papers.*

209. Memorandum respecting the printing of voters' lists. Presented 27th July. 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed.*

210. Text of Pelagic Sealing Treaty signed at Washington, 7th July, 1911. Presented 27th July, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. .. ..Printed for sessional papers.

211. Interim report, Alberta and Saskatchewan Fisheries Commission, 1910. Presented 28th July, 1911, by Hon. L. P. Brodeur.. .. ..*Not printed.*

FIFTH REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDING MARCH 31

1910

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1910

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Hon. J. P. Mabee, Chief Commissioner.
D'Arcy Scott, Assistant Chief Commissioner.
Hon. M. E. Bernier, Deputy Chief Commissioner
Jas Mills, Commissioner.
S. J. McLean, Commissioner.

A. D. Cartwright,
Secretary.

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FIFTH REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

OTTAWA, ONT., March 31. 1910.

To His Excellency the Governor in Council:

Pursuant to the provisions of Section 62 of the Railway Act, the Board of Railway Commissioners for Canada has the honour to submit its fifth report, for the year ending March 31, 1910.

Since the submission of the Board's last report, the Railway Act has been amended in certain important particulars under and by virtue of chapter 31, 8-9 Edward VII., entitled an Act to amend the Railway Act, assented to April 7, 1909, adding section 360-A, respecting rates for electric power, &c., and also by chapter 32, 8-9 Edward VII. assented to May 19, 1909. The following are the amendments above referred to: 8-9 Edward VII.. chapter 31.

8-9 EDWARD VII.

CHAP. 31.

An Act to amend the Railway Act:

(Assented to April 7, 1909).

HIS MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The Railway Act, chapter 37 of the Revised Statutes, is amended by inserting the following section immediately after section 360 thereof:—

RATES FOR ELECTRICAL POWER, &C.

360-A. Where, in any case, water-power has been acquired under lease from the Crown for the development of electricity and a condition or provision of such lease is, in effect, that in the case of any dispute arising or non-agreement between the lessee from the Crown an applicant for the purchase of electricity so developed as to the price to be paid for such electricity the Board shall determine and fix such price, then, and in any such case, the Board shall have power to determine and fix the maximum price which the lessee may demand from such applicant, and at which the lessee shall furnish such electricity if the applicant shall then require it.

'**2.** For the purpose of determining and fixing such price the Board may enter on and inspect the property leased from the Crown and all erections and machinery thereon, and may examine all papers, documents, vouchers, records and books of every kind, and may order and require the lessee and any other persons to attend before the Board and be examined on oath, and to produce all papers, documents, vouchers, records and books of every kind; and for the purposes aforesaid the Board shall have all such powers, rights and privileges as are vested in a superior court.'

2. Sections 370 and 371 of the said Act are repealed, and the following sections are substituted therefor:—

'**370.** Every company shall annually prepare returns, in accordance with the forms for the time being required and furnished by the Minister, of its capital, traffic and working expenditure and for all other information required.

'2. Such returns shall be dated and signed by and attested upon the oath of the secretary, or some other chief officer of the company, and shall also be attested upon the oath of the president, or, in his absence, of the vice-president or manager of the company.

'3. Such returns shall be made for the period beginning from the date to which the then last yearly returns made by the company extend, or, if no such returns have been previously made, from the commencement of the operation of the railway, and ending with the last day of June in the then current year.

'4. A duplicate copy of such returns, dated, signed and attested in manner aforesaid, shall be forwarded by such company to the Minister within one month after the first day of August in each year.

'5. The Minister shall lay before both Houses of Parliament, within twenty-one days from the commencement of each session thereof, a statistical report prepared in the Department of Railways and Canals covering the returns made and forwarded to him in pursuance of this section.

'**371.** Every company, if required by the Minister so to do, shall prepare returns of its traffic weekly, that is to say, from the first to the seventh of the month, inclusive, from the eight to the fourteenth, inclusive, from the fifteenth to the twenty-first, inclusive, and from the twenty-second to the close of the month, inclusive.

'2. Such returns shall be in accordance with the forms for the time being required and furnished by the Minister.

'3. A copy of such returns, signed by the officer of the company responsible for the correctness of such returns, shall be forwarded by the company to the Minister within seven days from the day to which the said returns have been prepared.

'4. The Minister may in any case extend the time within which such returns shall be forwarded.'

3. Schedules one and two to the said Act are repealed.

8-9 EDWARD VII.

CHAP. 32.

An Act to amend the Railway Act.

(Assented to 19 May, 1909).

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Section 8 of chapter 61 of the statutes of 1908 is repealed, and the following is enacted as section 26*a* of the Railway Act:—

'**26a.** Where it is complained by or on behalf of the Crown or any municipal or other corporation or any other person aggrieved, that the company has violated or committed a breach of an agreement between the complainant and the company—or by the company that any such corporation or person has violated or committed a breach of an agreement between the company and such corporation or person—for the provision, construction, reconstruction, alteration, installation, operation, use or maintenance by the company, or by such corporation or person, of the railway or of any line of railway intended to be operated in connection with or as part of the railway, or of any structure, appliance, equipment, works, renewals or repairs upon or in connection with the railway, the Board shall hear all matters relating to such alleged violation or breach, and shall make such order as to the Board may seem, having regard to all the circumstances of the case, reasonable and expedient, and in such order may, in its discretion, direct the company, or such corporation or person, to do such things as are necessary for the proper fulfilment of such agreement, or to refrain from doing such acts as constitute a violation or a breach thereof.'

2. Section 136 of The Railway Act is amended by adding thereto the following subsection:—

'7. When securities issued under this section have been deposited or pledged by the company, as security for a loan or for advances made to it, and such loan or advances have been paid off and such deposit or pledge redeemed, such securities shall not be deemed to have been paid off or to have become extinguished, but shall be deemed to be still alive and the company may re-issue them; and upon such re-issue the person to whom the re-issue is made shall have the same rights and priorities as if the securities had not previously been issued.

'(*a*) Where a company has deposited any of its securities to secure advances from time to time on current account, such securities shall not be deemed to have been paid off or extinguished by reason only of the account of the company ceasing to be in debit while the securities remain so deposited.

'(*b*) The re-issue of the security under this subsection shall not be treated as the issue of a new security for the purpose of any provision limiting the number or amount of the securities to be issued.'

2. Subsection 7 of section 136 of the said Act shall be retrospective in its operation, and shall apply to securities heretofore as well as to securities hereafter issued, deposited or pledged, and to past as well as to future transactions relating to or affecting the same, but nothing in the said subsection shall prejudice,—

(*a*) the operation of any judgment or order of a court of competent jurisdiction pronounced or made in any legal proceedings now pending, as between the parties to the proceedings in which the judgment was pronounced or the order made, and any appeal from any such judgment or order shall be decided as if the said subsection had not been enacted.

(*b*) any power to issue securities in the place of any securities paid off, or otherwise satisfied or extinguished, reserved to a company by the securities themselves, or by any mortgage or trust deed securing them.

3. Subsection 2 of section 192 of the said Act is amended by adding thereto the following: 'Provided, however, that if the company does not actually acquire title to the lands within one year from the date of such deposit, then the date of such acquisition shall be the date with reference to which such compensation or damages shall be ascertained; and provided further, that the foregoing proviso shall not prejudice the operation of any award, or of any order or judgment of any court of competent jurisdiction, heretofore made, or any arbitration now pending and any appeal from any such award, order or judgment shall be decided as if the foregoing proviso had not been enacted.'

4. Section 237 of the said Act, and section 12 of chapter 61 of the statutes of 1908, are repealed, and the following is enacted as section 237 of The Railway Act:—

'**237.** Upon any application for leave to construct a railway upon, along or across any highway, or to construct a highway along or across any railway, the applicant shall submit to the Board a plan and profile showing the portion of the railway and highway affected.

'2. The Board, may, by order, grant such application in whole or in part and upon such terms and conditions as to protection, safety and convenience of the public as the Board deems expedient, or may order that the railway be carried over, under or along the highway, or that the highway be carried over, under or along the railway, or that the railway or highway be temporarily or permanently diverted, or that such other work be executed, watchmen or other persons employed, or measures taken as under the circumstances appear to the Board best adapted to remove or diminish the danger or obstruction, in the opinion of the Board, arising or likely to arise in respect of the granting of the application in whole or in part in connection with the crossing applied for, or arising or likely to arise in respect thereof in connection with any existing crossing.

'3. When the application is for the construction of the railway upon, along or across a highway, all the provisions of law at such time applicable to the taking of land by the company, to its valuation and sale and conveyance to the company, and to the compensation therefor, shall apply to the land, exclusive of the highway crossing, required for the proper carrying out of any order made by the Board.

'4. The Board may exercise supervision in the construction of any work ordered by it under this section, or may give directions respecting such supervision.

'5. When the Board orders the railway to be carried over or under the highway, or the highway to be carried over or under the railway, or any diversion temporarily or permanently of the railway or the highway, or any works to be executed under this section, the Board may direct that detailed plans, profiles, drawings and specifications be submitted to the Board.

'6. The Board may make regulations respecting the plans, profiles, drawings and specifications required to be submitted under this section.'

5. Section 238 of The Railway Act is repealed and the following is substituted therefor:—

'**238.** Where a railway is already constructed upon, along or across any highway, the Board may, upon its own motion, or upon complaint or application, by or on behalf of the Crown, or any municipal or other corporation, or any person aggrieved, order the company to submit to the Board, within a specified time, a plan and profile of such portion of the railway, and may cause inspection of such portion, and may inquire into and determine all matters and things in respect of such portion, and the crossing, if any, and may make such order as to the protection, safety and convenience of the public as it deems expedient, or may order that the railway be carried over, under or along the highway, or that the highway be carried over, under or along the railway, or that the railway or highway be temporarily or permanently diverted, and that such other work be executed, watchmen or other persons employed, or measures taken as under the circumstances appear to the Board best adapted to remove or diminish the danger or obstruction in the opinion of the Board arising or likely to arise in respect of such portion or crossing, if any, or any other crossing directly or indirectly affected.

'2. When the Board of its own motion, or upon complaint or application, makes any order that a railway be carried across or along a highway, or that a railway be diverted, all the provisions of law at such time applicable to the taking of land by the company, to its valuation and sale and conveyance to the company, and to the compensation therefor, shall apply to the land, exclusive of the highway crossing, required for the proper carrying out of any order made by the Board.

'3. Notwithstanding anything in this Act, or in any other Act, the Board may, subject to the provisions of section 238*a* of this Act, order what portion, if any, of cost is to be borne respectively by the company, municipal or other corporation, or person in respect of any order made by the Board under this or the preceding section, and such order shall be binding on and enforcible against any railway company, municipal or other corporation or person named in such order.'

6. The said Act is amended by inserting the following section immediately after section 238 thereof:—

'**238a.** In any case where a railway is constructed after the passing of this Act, the company shall, at its own cost and expense (unless and except as otherwise provided by agreement, approved of by the Board, between the company and a municipal or other corporation or person) provide, subject to the order of the Board, all protection, safety and convenience for the public in respect of any crossing of a highway by the railway.'

7. The said Act is further amended by inserting the following section immediately after section 239 thereof:—

'**239a.** The sum of two hundred thousand dollars each year for five consecutive years from the first day of April, one thousand nine hundred and nine, shall be appropriated and set apart from the Consolidated Revenue Fund for the purpose of aiding in the providing by actual construction work of protection, safety and convenience for the public in respect of highway crossings of the railway at rail level, in existence on the said first day of April.

'2. The said sums shall be placed to the credit of a special account to be known as 'The Railway Grade Crossing Fund,' and shall be applied by the Board, subject to the limitations hereinafter set out, solely towards the cost (not including that of maintenance and operation), of actual construction work for the purpose specified in subsection 1 hereof.

'3. The total amount of money to be apportioned, and directed and ordered by the Board to be payable from any such annual appropriation shall not, in the case of any one crossing, exceed twenty per cent of the cost of the actual construction work in providing such protection, safety and convenience, and shall not, in any such case, exceed the sum of five thousand dollars, and no such money shall in any one year be applied to more than three crossings in any one municipality or more than once to any one crossing.

'4. In case any province contributes towards the said fund, the Board may apportion, direct and order payment out of the amount so contributed by such province, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

'5. 'Crossing,' for the purpose of this section, means any steam railway crossing of a highway, or highway crossing of a steam railway, at rail level, and every manner of construction of the railway or of the highway by the elevation or the depression of the one above or below the other, or by the diversion of the one or the other, and any other work ordered by the Board to be provided as one work of protection, safety and convenience for the public in respect of one or more railways not exceeding four tracks in all crossing or so crossed.

'6. 'Municipality,' for the purposes of this section, means an incorporated city, town, village, county, township or parish.'

8. Section 241 of the said Act, and section 13 of chapter 61 of the statutes of 1908, are repealed, and the following is enacted as section 241 of The Railway Act:—

'**241.** Every structure by which any railway is carried over or under any highway or by which any highway is carried over or under any railway, shall be so constructed, and, at all times, be so maintained, as to afford safe and adequate facilities for all traffic passing over, under or through such structure.

'2. Notwithstanding anything in this Act, or in any other Act, the provisions of sections 236 to 241, both inclusive of this Act shall apply to all corporations, persons, companies, and railways, other than government railways, within the legislative authority of the Parliament of Canada.'

9. Subsection 1 of section 298 of the said Act is amended by striking out the words 'crops, lands, fences, plantations, or buildings and their contents,' in the first and second lines thereof, and substituting therefor the words 'any property,' and by inserting after the word 'recoverable,' in the ninth line thereof, the words 'unde this section.' Provided further that the company shall, to the extent of the compensation recoverable, be entitled to the benefit of any insurance effected upon the property by the owner thereof. Such insurance shall, if paid before the amount of compensation has been determined, be deducted therefrom; if not so paid, the policy or policies shall be assigned to the company, and the company may maintain an action thereon.

10. The said section 298 is further amended by adding thereto the following subsection:—

'The Board may order, upon such terms and conditions as it deems expedient, that fire guards be established and maintained by the company along the route of its railway and upon any lands, of His Majesty or of any person, lying along such route, and, subject to the terms and conditions of any such order, the company may at all times enter into and upon any such lands for the purpose of establishing and maintaining such fire guards thereon, and freeing, from dead or dry grass, weeds and other unnecessary inflammable matter, the land between such fire guards and the line of railway.'

11. The Railway Act is amended by adding thereto the following section:—

'**5a.** The provisions of this Act shall apply to:—

(*a*) any and all railway companies incorporated elsewhere than in Canada and owning, controlling, operating or running trains or rolling stock upon or over any line or lines of railway in Canada, either owned, controlled, leased or operated by such railway company or companies, whether in either case, such ownership, control, or operation is acquired by purchase, lease, agreement, control of stock or by any other means whatsoever;

(*b*) any and all railway companies operating or running trains from any point in the United States to any point in Canada.'

12. Section 11 of chapter 62 of the statutes of 1908 is repealed and the following is enacted as section 62 of The Railway Act:—

'**62.** The Board shall, within two months after the thirty-first day of March in each year, make to the Governor in Council through the Minister, an annual report, for the year next preceding the thirty-first day of March, showing briefly,—

'(*a*) applications to the Board and summaries of the findings thereon under this Act;

'(*b*) summaries of the findings of the Board in regard to any matter or thing respecting which the Board has acted of its own motion, or upon the request of the Minister;

(*c*) such other matters as appear to the Board to be of public interest in connection with the persons, companies and railways subject to this Act; and

'(*d*) such matters as the Governor in Council directs.

'2. The said report shall be forthwith laid before both Houses of Parliament, if then in session, and if not in session then during the first fifteen days of the next ensuing session of parliament.

13. Sections 275 of the Railway Act is amended by adding thereto the following subsections:—

'3. Subject to the provisions of subsection 4 of this section, no train shall pass over any highway crossing at rail level in any thickly peopled portion of any city, town or village at a greater speed than ten miles an hour, unless such crossing is constructed and thereafter maintained and protected in accordance with the orders, regulations and directions specially issued by the Railway Committee of the Privy Council or of the Board in force with respect to such crossing, or unless permission is given by some regulation or order of the Board. The Board may from time to time fix the speed in any case at any rate it deems proper.

'4. No train shall pass over any highway crossing at rail level at a greater speed than ten miles an hour, if at such crossing an accident has happened subsequent to the first day of January, nineteen hundred, by a moving train causing bodily injury or death to a person using such crossing, unless and until such crossing is protected to the satisfaction of the Board; and no train shall pass over any highway crossing at rail level at a greater speed than ten miles an hour in respect of which crossing an order of the Board has been made to provide protection for the safety and convenience of the public and which order has not been complied with.

'5. The company shall have until the first day of January, one thousand nine hundred and ten, to comply with the provisions of subsection 3 of this section.'

14. Railway companies shall print in both the English and French languages the time-tables and bills of lading that are to be used along their lines within the limits of the province of Quebec.

PUBLIC SITTINGS.

The following public sittings were held between April 1, 1909, and March 31, 1910.

Province of Ontario—

Ottawa:—April 6, 7, 8 and 9; May 4, 5, 18 and 19; June 8, 9, 15 and 24; July 6, 7 and 26; September 14, 15, 21 and 22; October 5, 6, 7 and 19; November 2, 16 and 17; December 7, 8, 9, 21 and 22; January 4, 5 and 18, (1910); February 1 and 15, (1910); March 1, 15, 16 and 21, (1910).
Toronto:—April 27, 28 and 29; May 31; June 1, 2 and 3; October 12, 13, 14, 15 and 16; November 30; December 1, 2, 3 and 4; January 27 and 28 (1910).
Fort William:—July 15, October 9.
Sudbury:—July 19.
Bracebridge:—July 20.

Province of Quebec—

Montreal:—November 8, February 7, (1910).

Province of Manitoba—

Winnipeg:—October 11 and 12; November 15.
Brandon:—October 13.

Province of Saskatchewan—

Regina:—October 14, November 8 and 9.
Saskatoon:—October 15.
Prince Albert:—October 18.

Province of Alberta—

Edmonton:—October 20.
Calgary:—October 22.

Province of British Columbia—

Vancouver:—October 27.
Victoria:—October 29.
Nelson:—November 1.

The total number of public sittings was seventy-eight (78), at which 533 applications were heard, a list of which, together with the disposition of the same, will be found under Appendix 'B.'

It is impossible within reasonable limits to cover in this report the work of the year, but for general information and reference a few of the more important matters are given.

UNIFORM BILL OF LADING.

The outcome of the circular sent out on April 24, 1908, (p. 11 of 4th Annual Report) was that the consideration of the general terms and conditions of carriage to be embodied in a bill of lading for the handling of traffic by railways was taken up at Ottawa on May 18, 1909.

A draft bill of lading was submitted for approval. This had been settled between the representatives of the various interests and had been agreed upon between the shippers, representatives of the banking interests, and others, and the railway companies. The Bill was not in the form the Board would have preferred to see it, but, as it had, after many conferences, been put into a shape that was acceptable to the persons whose interests were most affected it was decided that the better course was to approve of the form. It is to be regretted that a shorter and plainer contract could not have been framed. The following is the result:—

In the matter of the complaint of the Canadian Manufacturers' Association, supported by the Bankers' Association and by various Boards of Trade, merchants and shippers throughout the Dominion of Canada, respecting the terms and conditions of carriage embodied in the bills of lading of the railway companies subject to the legislative authority of the Parliament of Canada; and in the matter of section 340 of the Railway Act;

Upon hearing the complaint in the presence of counsel for the complainants and the Grand Trunk, Canadian Pacific, and Canadian Northern Railway Companies, and the Michigan Central Railway Company, and what was alleged; and upon consideration of the draft forms of bill of lading agreed to by the parties thereto, and submitted for the approval of the Board:—

1. It is ordered that the two forms of lading for use in Canada, namely that for consignments 'to order,' and that for so termed 'straight' consignments, attached hereto and marked 'A' and 'B,' be, and they are hereby approved.

2. And it is further ordered that the conditions and limitations to be endorsed upon the said bills of lading shall be the following:—

> Section 1. The carrier of any of the goods herein described shall be liable for any loss thereof or damage thereto except as hereinafter provided.
>
> Section 2. In the case of shipments from one point in Canada to another point in Canada, or where goods are shipped under a joint tariff, the carrier issuing this bill of lading, in addition to its other liability hereunder, shall be liable for any loss, damage or injury to such goods from which the other carrier is not by the terms of this bill of lading relieved, caused by or resulting from the act, neglect, or default of any other carrier to which such goods may be delivered in Canada, or under such joint tariff, or over whose line or lines such goods may pass in Canada, or under such joint tariff, the onus of proving that such loss was not so caused or did not so result being upon the carrier issuing this bill of lading. The carrier issuing this bill of lading shall be entitled to recover from the other carrier on whose line or lines the loss, damage, or injury to the said goods shall have been sustained the amount of such loss, damage, or injury as it may be required to pay hereunder, as may be evidenced by any receipt, judgment or transcript thereof. Nothing in this section shall deprive the holder of this bill of lading or party entitled to the goods of any remedy or right of action which he may have against the carrier issuing this bill of lading or any other carrier.
>
> Section 3. The carrier shall not be liable for loss, damage, or delay to any goods herein described, caused by the act of God, the King's or public enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner; for differences in weights of grain, seed, or other commodities

caused by natural shrinkage or discrepancies in elevator weights when the elevators are not operated by the carrier, unless the weights are evidenced by government certificate; the authority of law or by quarantine. For loss, damage, or delay, except where carriage is to be performed by the carrier or its agents caused by fire occurring after forty-eight hours (exclusive of legal holidays), or in the case of bonded goods seventy-two hours (exclusive of legal holidays), after written notice of the arrival of said goods at destination or at port of export (if intended for export and not covered by a through bill of lading) has been sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier (and the burden of proving freedom from such negligence shall be on the carrier), the carrier shall not be liable for loss, damage, or delay occurring while the goods are stopped and held in transit upon the request of the party entitled to make such request. When in accordance with general custom, on account of the nature of the goods, or at the request of the shipper, the goods are transported in open cars, the carrier (except in case of loss or damage by fire, in which case the liability shall be the same as though the goods had been carried in closed cars) shall be liable only for negligence, and the burden of proving freedom from such negligence shall be on the carrier.

Section 4. No carrier is bound to transport said goods by any particular train or vessel, or in time for any particular market or otherwise than as required by law, unless by specific agreement endorsed hereon. Every carrier, in case of physical necessity, shall have the right to forward said goods by any railway or route between the point of shipment and the point of destination; but if such diversion be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this bill of lading (including the freight and other charges if paid, and the duty if paid or payable and not refunded), unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariff upon which the rate is based, in any of which events such lower value shall be the amount to govern such computation, whether or not such loss or damage occurs from negligence.

When under the terms of the classification or special reduced tariffs, the goods are carried at owner's risk, such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the carrier from liability for any loss, damage or delay which may result from any negligence or omission of the carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the carrier.

Notice of loss, damage or delay, must be made in writing to the carrier at the point of delivery, or to the carrier at the point of origin, within four months after delivery of the goods, or in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless notice is so given the carrier shall not be liable.

Any carrier or party liable on account of loss or damage to any of said goods, on reimbursing to the insured the premiums paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not avoid the policies or contracts of insurance.

Section 5. Grain in bulk consigned to a point where the carrier has an elevator or warehouse, or where there is a public or licensed elevator or warehouse, may be there delivered and placed with other grain of the same kind and grade without respect to ownership; provided that this shall not apply to a point of final delivery if it is otherwise expressly noted hereon, unless the grain is not promptly unloaded after written notice of arrival has been sent or given to the person named herein. Grain so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Section 6. Goods not removed by the party entitled to receive them within forty-eight hours (exclusive of legal holidays), or in the case of bonded goods, within seventy-two hours (exclusive of legal holidays), after written notice has been sent or given, may be kept in car, station, or place of delivery, or warehouse of the carrier, subject to a reasonable charge for storage and to the carrier's responsibility as warehouseman only, or may at the option of the carrier (after written notice of the carrier's intention to do so has been sent or given), be removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the risk of the owner and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

Goods in carloads shipped from a private siding, or a station, wharf, or landing where there is no duly authorized agent, shall be at the risk of the owner until the car is lifted or bill of lading is issued by the carrier, and thereafter shall be at the risk of the carrier. Goods in carloads destined to a private siding, or station, wharf, or landing where there is no duly authorized agent, shall be at the risk of the carrier until placed on the delivery siding.

All goods shall be subject to necessary cooperage and baling at owner's cost.

Section 7. No carrier shall be bound to carry any documents, specie, or any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so (the duty of obtaining such special agreement to be on the carrier when nature of such goods is disclosed herein) and a stipulated value of the articles are endorsed hereon. If such goods are carried without a special agreement and the nature of the goods is not disclosed hereon the carrier shall not be liable for any loss or damage thereto.

Section 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said goods, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in this bill of lading, the freight charges must be paid upon the goods actually shipped, with any additional penalties lawfully payable thereon.

Section 9. Except in case of diversion from rail to water route, which is provided for in section 4 hereof, and except as provided hereafter, if all or any part of said goods is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statute or this section and subject also to the conditions that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lake, sea, or other waters; or from explosion, bursting of boilers, or breakage of shafts, not arising from the negligence of the carrier, or from any latent defect in hull, machinery, or appurtenances or from collision, stranding, or other accidents of navigation or from prolongation of the voyage. And any vessel carrying any or all of the goods herein described, shall be at liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or goods.

The term 'water carriage' in this section shall not be construed as including lighterage or car ferriage across rivers, or in lake or other harbours, and the liability for such lighterage or car ferriage shall be governed by the other sections hereof.

If the goods are being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the provisions of the tariff, which shall be treated as incorporated into the conditions of this bill of lading.

Section 10. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier or its agent of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

Section 11. Any alteration, addition or erasure in this bill of lading shall be signed or initialled in the margin by an agent of the carrier issuing the same, and if not so signed or initialled shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

3. And it is further ordered that the size of the said bills of lading shall be eight and one-half (8½) inches wide, by eleven (11) inches long.

4. And it is further ordered that on and after the 1st day of October, 1909, the forms herein approved shall be the only bills of lading to be used by all railway companies subject to the legislative authority of the Parliament of Canada.

(Signed.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

‘A’

FORM OF ORDER BILL OF LADING APPROVED BY THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

ORDER BILL OF LADING ORIGINAL.

Order No.............
Shipper's No.........
Agent's No...........

RECEIVED, subject to the classifications and tariffs in effect of the date of issue of this Original Bill of Lading, at ....19.....
from.............................. the goods described below, in apparent good order except as noted (contents and conditions of contents of packages unknown) marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said goods over all or any portion of said route to destination, and as to each party at any time interested in all or any of said goods, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The surrender of this Original Order Bill of Lading properly indorsed shall be required before the delivery of the goods. Inspection of goods covered by this Bill of Lading will not be permitted unless provided by law or unless permission is indorsed on this Original Bill of Lading or given in writing by the shipper.

The Rate of Freight from.............................. to.............................. is in Cents per 100 lbs.

If... ...Times 1st	If ...Class	If. ..Class	If....Class	If....Class	If....Class	If....Class	If... Class	If....Class	If... Class	If....Class	If Special per..........

(Mail address—Not for purposes of Delivery).

Consigned to Order of ....
Destination.............................. Province or State of.............................. County of..............................
Notify ....
At .... Province or State of.............................. County of..............................
Route .... Car initial.............................. Car No...........

No. Packages.	Description of Articles and Special Marks.	Weight (subject to correction).	Class or Rate.	Check Column.
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....

If charges are to be prepaid, write or stamp here, “To be Prepaid.”
....

Received $..........to apply in prepayment of the charges on the property described hereon.
....
Agent or Cashier.
Per ....
(The signature here acknowledges only the amount prepaid).

Charges advanced $......................

..............................Shipper.
Per ....

..............................Agent.
Per..............................

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same.)

'B'

FORM OF STRAIGHT BILL OF LADING APPROVED BY THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STRAIGHT BILL OF LADING—ORIGINAL.

NOT NEGOTIABLE.

Order No...........
Shipper's No........
Agent's No ....

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading, at..19...
from...the goods described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said goods over all or any portion of said route to destination, and as to each party at any time interested in all or any of said goods, that every service to be performed hereunder shall be subject to all conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from..to.. is in Cents per 100 lbs.

If..... .Times 1st	If.... Class	If... Class	If.... Class	If.... Class	If... Class	If.. .Class	If.... Class	If.... Class	If.... Class	If.... Class	If Special per.......

Consigned to .... (Mail address—not for purpose of delivery.)
Destination ....Province or State of.......................................County of............................
Route...Car Initial.......................Car No.......................

No. Packages.	Description of Articles and Special Marks.	Weight (subject to correction.)	Class or Rate.	Check Column.
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....

If charges are to be prepaid write or stamp here, "To be prepaid".
....

Received $........to apply in prepayment on the property described hereon.
....
Agent or Cashier.

Per...
(The signature here acknowledges only the amount prepaid.)

Charges Advanced $..........................

....Shipper,
Per...

....Agent,
Per...

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same.)

EQUIPMENT OF PASSENGER COACHES WITH FIRE EXTINGUISHERS.

Representations having been made by the railway companies that delays had arisen in connection with the compliance with the provisions of its order of July 3, 1907. Order No. 3238, after hearing the railway companies through their representatives, the following order was issued on May 4, 1909.

Order No. 6998.

Whereas, by order of the Board No. 3238, dated the 3rd day of July, 1907, amended by order No. 4685, dated the 5th day of May, 1908, railway companies subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, were directed to equip their passenger coaches with fire extinguishers within the time provided in the said order of July 3, 1907, namely:—

(*a*) In cars to be constructed in the future for use on their said railways, before they are so used;

(*b*) In cars under construction or in shops undergoing repairs, within six months from the date of the order;

(*c*) In cars at present in use on their respective railways, within eighteen months from the date of the order;

And whereas, it has been represented to the Board that delays have arisen in connection with compliance with the provisions of the said order;

Upon hearing the matter in the presence of counsel for the Canadian Pacific Railway Company, the Canadian Northern Railway Company, the Great Northern Railway Company, and the Grand Trunk Railway Company of Canada, and what was alleged by counsel aforesaid; and upon their request.

It is ordered that the time provided in the said order No. 3238, dated July 3, 1907, within which railway companies are required to equip their passenger coaches with fire extinguishers as aforesaid, be, and it is hereby; extended as follows:—

(*b*) Cars under construction or in shops undergoing repairs, within six months from May 4, 1908;

(*c*) Cars at present in use on their respective railways, within eighteen months from the 3rd day of November, 1908.

And in all other respects the said orders are hereby confirmed.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

UNIFORM CODE FOR CANADIAN RAILWAYS—TRAIN RULES.

As a result of the numerous meetings and much discussion, the Board finally approved of a Uniform Code of Train Rules for Canadian railways. In connection with this matter, the Board issued the following order approving of the Uniform Code:

MONDAY, the 12th day of July, A.D. 1909.

Upon the report of the operating officials of the Board; and upon hearing the representatives of the railway companies and of the employees; and in pursuance of the powers conferred upon it by sections 30, 268 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf:—

It is ordered that the train rules attached hereto marked 'A' and designated as the proposed Uniform Code for Canadian railways, be, and they are hereby approved.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

RAILWAY FENCING AND CATTLE GUARDS.

As intimated in the last annual report of the Board in connection with circular No. 34 herein, a draft of proposed order was submitted to the railway companies for consideration and the settlement of the terms of the order were spoken to at a sitting of the Board held in Ottawa on May 4, 1909, when the separate clauses of the draft order were discussed and argument submitted to the Board in connection therewith. Subsequently, the Board issued the following order dealing with this matter:

In the matter of complaints against railway companies for non-compliance with the provisions of the statute regarding fences and cattle guards and public highway crossings:—

Upon hearing complaints from many individuals, public bodies, and municipalities, that railway companies are not complying with the provisions of section 254 of the Railway Act, and that much hardship is caused by the exemption provided for in subsection 4 of the said section; and upon request being made that the Board intervene, as provided for by the said subsection; and upon hearing what was said on behalf of the railway companies—

It is ordered that all railway companies subject to the jurisdiction of this Board, shall, as to all railway lines completed, owned, or operated by them, where the lands on either side of the railway are not inclosed, settled or improved:

1. On or before January 1, 1911, erect and maintain, on each side of the right of way (1) fences of a minimum height of four feet six inches, with swing gates, at farm crossings, with minimum height aforesaid, with proper hinges or fastenings; (2) cattle-guards on each side of the highway at every highway crossing, at rail level: Provided that sliding or hurdle gates, constructed before the first day of February, 1904, may be maintained.

2. The railway fences at every highway crossing shall be turned into the respective cattle guards on each side of the highway.

3. All fences, gates, and cattle guards shall be suitable and sufficient to prevent cattle and other animals from getting on the railway.

4. As to lines not yet completed or opened for traffic, or in course of construction, all such companies shall—

(1) Erect fences, gates, and *cattle-guards* as aforesaid as the rails are laid.

(2) If not yet opened for traffic, then such fences, gates and cattle guards as aforesaid shall be erected and maintained before such railway shall be opened for traffic.

(3) Where the railway is being constructed through inclosed lands, it shall be the duty of the railway company to at once construct such fences or take such other steps that will prevent cattle and other animals escaping from such inclosed lands.

5. As to all railway lines completed, owned, or operated, where the lands on either side of the railway are inclosed, settled or improved, such company shall erect and maintain such fences, gates and cattle guards, and in all respects comply with section 254 of the Railway Act, on or before the 15th day of October, 1909.

6. Where it shall be made to appear to the Board that no necessity exists for the fencing or other works hereinbefore directed, the company or companies may apply to the Board for exemption from fencing, and other works, and such exemptions may be made as the Board deems proper.

7. All railways now in operation shall, within the time aforesaid, construct and maintain suitable and proper highway crossings, except such as may have already been covered by previous orders apportioning cost or providing for liability for maintenace, at all such as are being used for travel, and additional ones at once upon such highways being from time to time opened and used for travel.

8. All railways not yet opened for traffic, or hereafter constructed, shall, before the same are opened for traffic, construct and maintain suitable and proper highway crossings at all such as are being used for travel, and additional ones at once upon such highways being from time to time opened and used for travel.

9. All such crossings shall comply with the standard conditions of the Board, in so far as the same may be applicable, which are as follows:—

1. That, unless otherwise ordered by the Board, *the width of approaches to rural railway crossings over highways be twenty feet* road surface on concession and main roads and sixteen feet on side and bush roads.
2. That a strong, substantial fence or railing, four feet six inches high, with a good post-cap (four inches by four inches), a middle piece of timber (1½ inches by 6 inches), and a ten-inch board firmly nailed to the bottom of the posts to prevent snow from blowing off the elevated roadway, be constructed on each side of every approach to a rural railway crossing where the height is six feet or more above the level of the adjacent ground, leaving always a clear road-surface twenty feet wide.
3. That the width of approaches to rural railway crossings made in cuttings be not less than twenty feet clear from bank to bank.
4. That, unless otherwise ordered by the Board, the planking or paving blocks, or broken stone topped with crushed rock screenings, on rural railway crossings over highways (between the rails and for a width of at least eight inches on the outer side thereof) be *twenty feet* long on concession and main roads, and *sixteen feet* on side and bush roads.

10. Leave may be reserved to each of the railway companies affected by this order to move to extend the time for compliance therewith.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

The Canadian Northern Railway Company subsequently made an application to a judge of the Supreme Court for leave to appeal from the following portion of the order:—

'That all railway companies subject to the jurisdiction of this Board, shall, as to all railway lines completed, owned, or operated by them, where the lands on either side of the railway are not inclosed, settled, or improved, on or before January 1, 1911, erect and maintain, on each side of the right of way fences of a minimum height of four feet six inches with swing gates, at farm crossings, with minimum height aforesaid, with proper hinges or fastenings.'

Leave was granted and the appeal was heard at the September sittings and judgment reserved. The appeal succeeded in part, the following being the reasons given:—

PRESENT:—Sir Charles Fitzpatrick, C.J., and Girouard, Davies, Idington, Duff and Anglin, J.J.

Appeal from an Order of the Board of Railway Commissioners for Canada on a question as to the jurisdiction of the Board.

The Canadian Northern Railway Company, one of the companies subject to the jurisdiction of the Board of Railway Commissioners for Canada, appealed from the order whereby, among other things, it is required that all railway companies subject to the jurisdiction of the Board should, as to all railway lines completed, owned or operated by them where the lands on either side of the railway are not inclosed, settled or improved, on or before January 1, 1911, erect and maintain on each side of the right-of-way fences with swing gates at farm crossings, and that, as to lines not yet completed or opened for traffic or in course of construction where the railway is being constructed through inclosed lands it should be the duty of the railway company at once to construct such fences or take such other steps as would prevent cattle and other animals escaping from such inclosed lands. The question to be decided was, whether or not under section 254 of the 'Railway Act' or otherwise the Board of Railway Commissioners for Canada had jurisdiction to make those provisions of the order.

In giving reasons for the making of the order the Hon. J. P. Mabee, Chief Commissioner, said:—

'At every sitting of the Board, from Winnipeg to Victoria, complaints were made against the railway companies in connection with the fencing, or rather the defective and non-fencing of their right-of-way, and that the law regarding cattle-guards was not complied with. Claims innumerable for stock killed and refusal to make compensation were disclosed. Many cases appeared where stock had been killed upon the track and farmers were afraid to ask for compensation for fear of being involved in endless litigation.

'It would seem, perhaps, that upon the whole the absence of fences along the right-of-way is a more fruitful source of loss to the rancher and farmer than defective cattle-guards, or other absence.

'Cases were given where those in charge of the construction of railways entered upon improved and inclosed land, threw down the fences, made no attempt to inclose the right-of-way, allowing stock to get out upon the highways, thus injuring crops, and in some instances these cattle were killed upon distant railway tracks. Whether these wrong-doers were independent contractors or servants or officers of the railways did not appear, but so far as this Board has power, it is determined that such high-handed and unreasonable conduct shall cease.

'The Railway Act is clear upon the questions of fencing and cattle-guards, and the time has arrived when something must be done to compel the observance of its provisions.

'Section 254 provides as follows:—

"The company shall erect and maintain upon the railway:—

"(*a*) Fences of a minimum height of four feet six inches on each side of the railway;

"(*b*) Swing gates in such fences at farm-crossings of the minimum height aforesaid, with proper hinges and fastenings, provided that sliding or hurdle gates constructed before February 1, 1904, may be maintained: and

"(*c*) Cattle-guards on each side of the highway at every highway crossing at rail level with the highway.

"2. The railway fences, at every such highway crossing shall be turned into the respective cattle-guards on each side of the highway.

"3. Such fences, gates, and cattle-guards shall be suitable and sufficient to prevent cattle and other animals from getting on the railways.

"4. Wherever the railway passes through any locality in which the lands on either side of the railway are not inclosed and either settled or improved, the company shall not be required to erect and maintain such fences, gates, and cattle-guards, unless the Board otherwise orders or directs."

'There has been no order of the Board respecting fencing through uninclosed or unimproved lands, and the practice of the companies, so far as I can learn, has been to leave their right-of-way entirely unfenced, until the adjacent owner or owners had erected side fences, when such owner or owners would be expected to call upon the company to erect its fences. Cases, however, were presented where the side-fences had been long since erected, but yet the railway fences had not been erected.

'We have been furnished with no information by the railway companies of the amounts paid by them for cattle killed upon their lines or of the number of claims they have disputed, but from the large number of cases that were brought to the attention of the Board, where compensation has not been made, the better opinion perhaps is that the disputed claims vastly exceed those in which settlements have been made, if not, the companies have been paying out very large sums that would have been much better spent in protecting their rights-of-way.

'Now the statute defines clearly the kind of fence and cattle-guard that must be provided; the fence must be at least four feet, six inches high, and it and the cattle-guards must be "suitable and sufficient to prevent 'cattle and other animals' from getting on the railway.'

'It is just as incumbent upon the companies to fence against hogs as it is against horses, yet it is not pretended that any attempt has been made to do so, and instances were given where farmers had so many hogs killed that they were compelled to abandon any attempt to raise them.

'It seems to be the practice in Manitoba, Saskatchewan, some parts of Alberta and British Columbia to remove the cattle-guards entirely in the winter time. This is done, it was said, to facilitate the operation of the snow-ploughs. It was not shown by any railway expert that this practice is necessary, but it was shown by many Saskatchewan farmers that it was more important to them to have the cattle-guards in place during winter than any other season, as during the other seasons their cattle were mostly pasturing in the hills in charge of herders. At any rate these cattle-guards have been removed druing the winter months without authority and unless a great deal more can be shown than has yet appeared, the practice must cease. Furthermore, the railway companies must establish and maintain cattle-guards that will prevent cattle and other animals from getting upon the railways. This is the requirement of the law, and I know of no reason why it should not be complied with.

'The provisions of clause 4 have been abused, and this statutory exemption from fencing has been used by the companies to free themselves from making compensation in innumerable cases of meritorious claims. This condition of affairs cannot be permitted to continue; it works great hardship upon the public, and is of little or no benefit to the railway companies. The conditions in the west have greatly changed since this exemption was granted to the companies, and as they are compelled at some stage of the undertaking to erect fences, I am clearly of the opinion that no hardship will be imposed if that stage is made the initial one.

'I am aware that in various parts of the country no necessity now exists, and possibly never will, for the erection of fences. The formal order may contain a provision that railway companies, the lines of which have already been constructed, may apply to exempt certain sections of the road from the operation of the order, when, if conditions are shown that such course will entail no hardship upon the public, the Board may so declare. The like course may be taken where railways are in course of construction, and as to such latter, when application is made to open the road for traffic, the fences, cattle-guards, highway and farm-crossings and gates shall all form part of the work necessary to be completed according to the statute and the Board's regulations, before permission is given to operate the road. I am convinced that this course will, in the end, be less expensive for the railway companies, as the erection of fences, gates, &c., can all be carried on at the time of construction at less cost than later on, to say nothing of saving liability for damage claims for stock killed and law costs in defending even if successful.

'Many complaints were made that in the construction of the railway lines the highway crossings were left in an impassable state, causing endless inconvenience and trouble to the public. I confess I am at a loss to understand such disregard of the rights of others, and such selfish and inconsiderate conduct upon the part of those constructing the railways, or responsible for their construction. If these works are let out to contractors, the railway companies may as well at once understand that they must make some provision in their contracts that will compel their contractors to treat the public with ordinary decency. This Board has no control over the contractors and can deal only with the railway companies. These highway crossings can be constructed at less expense when the grading is being done than later on, after the road is completed; and with respect to roads not yet completed, they will not be opened for traffic until every highway crossing opened for travel is put into the condition called for by the Board's regulations. As to these railways now in operation, all highway crossings, opened for travel, must be put into the condition called for by the regulations within one year from this date.

'A draft order embodying the foregoing may be sent to all the companies, and its settlement spoken to by them at the May meeting of the Board at Ottawa.'

It did not appear that there had been any special application made to the Board in respect to any designated locality, nor that the necessity of fencing any defined portion of any particular line of railway had been inquired into and determined by the Board; and the order, by its terms, applied to the whole of the Dominion of Canada and affected all railways subject to the Railway Act, R.S.C., 1906, ch. 37.

Chrysler, K.C., for the appellants.—The Board has no power to make a general order such as this, but must deal with each locality as an application is made in respect thereto. Section 25, Cyc. 1534, as to definition of locality. See also as to liability to fence generally, Cortese v. Canadian Pacific Railway Company (1); Biddeson v. Canadian Northern Railway Company (2); Phair v. Canadian Northern Railway Company (3); Hunt v. Grand Trunk Pacific Railway Company (4); Canadian Pacific Railway Company v. Carruthers (5).

Ford, K.C., Deputy Attorney-General of Saskatchewan, supported the order.

The Chief Justice.—The provisions of the order complained of as made in excess of the jurisdiction of the Board of Railway Commissioners are fully set out in the opinion of Mr. Justice Anglin. The question to be decided on this appeal is whether, under section 254 of the Railway Act, or otherwise, the Board has jurisdiction to make such provisions. That section (section 254, par. 1) imposes upon all railway companies under the jurisdiction of the Parliament of Canada the general obligation to erect and maintain fences, gates and cattle-guards to be constructed in accordance with certain requirements set out in detail in the section.

An exception to the general obligation contained in paragraph 1 is made in subsection 4 of the same section 254, with respect to

> and locality in which the lands on either side of the railway are not inclosed and either settled or improved.

In such a locality the company is not subject to the general obligation to erect and maintain fences, gates and cattle-guards unless the Board otherwise orders and directs. In the context 'any locality' does not include all Canada. The word 'locality' qualified by 'any' conveys the idea of a portion of Canadian territory confined within a limited area. In making the order the Chief Commissioner assumes that power exists in the Railway Board to make a general order applicable to all Canada, irrespective of localities, and he says:—

> The provisions of clause 4 have been abused and this statutory exemption from fencing has been used by the companies to free themselves from making compensation in innumerable cases of meritorious claims. This condition of affairs cannot be permitted to continue; it works great hardship upon the public and is of little or no benefit to the railway companies. The conditions in the west have greatly changed since this exemption was granted to the companies, and, as

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(1) 7 Can. Ry. Cas. 345.
(2) 7 Can. Ry. Cas. 17.
(3) 5 Can. Ry. Cas. 334.
(4) 18 Man. R. 603.
(5) 39 Can. S.C.R., 251.

they are compelled at some stage of the undertaking to erect fences, I am clearly of the opinion that no hardship will be imposed if that stage is made the initial one. I am aware that in various parts of the country no necessity now exists, and possibly never will, for the erection of fences. The formal order may contain a provision that railway companies, the lines of which have already been constructed, may apply to exempt certain sections of the road from the operation of the order, when, if conditions are shown that such course will entail no hardship upon the public, the Board may so declare. The like course may be taken where railways are in course of construction and as to such latter, when application is made to open the road for traffic, the fences and cattle-guards, highway and farm-crossings and gates shall all form part of the work necessary to be complete according to the statute and the Board's regulations, before permisison is given to operate the road. I am convinced that this course will, in the end, be less expensive for the railway companies, as the erection of fences, gates, &c., can all be carried on at the time of construction at less cost than later on, to say nothing of saving liability for damage claims for stock killed and law costs in defending even if successful.

I am of the opinion that the order to fence in any excepted locality must be made in the exercise of a judicial discretion on proper cause shown, that is to say, the Commission must judicially find as a fact that the company with respect to a particular locality is not entitled to the benefit of the statutory exemption. The intention of Parliament clearly was to except from the general obligation to fence any locality wherein the lands through which the railway passes were 'not inclosed and either settled or improved,' on the presumption that, in places where such conditions existed, fences, gates and cattle-guards were unnecessary. The Chief Commissioner gives as his reason for making that order that

> as they (the railway companies) are compelled at some stage of the undertaking to erect fences, ,

presumably because, at that stage, the adjoining lands will be settled or improved, in the meantime, the companies are not entitled to the benefit of the exception created in their favour by Parliament and this notwithstanding that the Commissioner is aware

> that in various parts of the country no necessity now exists and possibly never will exist for the erection of fences.

To order the erection of fences at a time when the Commissioners admit they are not required and in places where the necessity for them will, in the opinion of the Commissioners, never arise, is, in my opinion, ultra vires of the Commission. The Act clearly indicates that each individual case is to be considered before an order is made with respect thereto. To make a general rule obliging the companies to fence and imposing upon them the onus of procuring and giving evidence as to the absence of necessity for fencing in order to get the benefit of the exception created in their favour is to completely alter the policy of the Act.

As to lines not yet complete or open for traffic or in course of construction, I am of opinion that the Commissioners have jurisdiction to oblige all railways, where they pass through inclosed lands, to fence or take such other steps as are necessary to prevent cattle or other animals from escaping from the inclosed lands through which the railway passes, whether the railways are being operated by trains or are merely in course of construction.

I agree, as to this portion of the order, with the conclusion reached by Sir Louis Davies.

Girouard, J.—I think the appeal should be dismissed in every respect, except with regard to fences and cattle-guards on lands on either side of the railway that are not inclosed or either settled or improved, unless in 'any locality' the Board has ordered otherwise. I am not called upon to express an opinion as to the exact meaning of the words 'any locality'; whether it refers to a province, a district or any place in any province; it is sufficient for me to say that these words do not mean the whole Dominion. The order of the Board seems to be reasonable and even wise, but it is too general and should be given by the Parliament of Canada, who alone can change the policy expressed in article 254, par. 4, of the Railway Act. Otherwise I agree with the Board.

The appeal is therefore allowed in part and dismissed in part, without costs.

Davies, J.—This is an appeal challenging the jurisdiction of the Board of Railway Commissioners to make the general order No. 7473, providing substantially that all completed railway lines owned or operated by companies should on or before January 1, 1911, where the lands on either side of the railway were not inclosed, settled or improved, have erected and maintained

> on each side of the right-of-way fences of a minimum height of 4 feet 6 inches, with swing gates at farm crossings, &c.,

and also providing with respect to lines of railway not completed or opened for traffic that where such lines are being constructed through inclosed lands it should be the duty of the company

> to at once construct such fences or take such other steps that will prevent cattle and other animals escaping from such inclosed lands.

After much consideration I have reached the conclusion that such part of the order as requires all railway companies subject to the Board's jurisdiction and owning or operating completed lines running through lands 'which were not inclosed, settled or improved on either side of the railway,' to 'erect and maintain on each side of the right-of-way fences of a minimum height of 4 feet 6 inches,' is in excess of the jurisdiction of the Board.

The determination of the question turns upon the proper construction of the two hundred and fifty-fourth section of the Railway Act of 1906. That section after imposing a duty upon the company to provide for the erection and maintenance generally of fences, swing gates at farm crossings, and cattle-guards at highway level crossings, contained a fourth subsection, reading as follows:—

> Whenever the railway passes through any locality in which the lands on either side of the railway are not inclosed and either settled or improved, the company shall not be required to erect and maintain such fences, gates and cattle-guards unless the Board otherwise orders or directs.

The language of the section is unfortunately somewhat obscure and ambiguous. I construe it to have reference to the passage of a railway through a locality in which lands on either side of the railway are not inclosed and not either settled or improved. In such cases, that is in what is popularly known as wilderness or wild or waste or forest or prairie lands uninclosed and not settled or not improved, the duty on the companies' part to fence shall not exist unless and until the Board otherwise orders or directs. It seems to me from the insertion of the words 'any locality' which govern and control this subsection, that the intention of Parliament was not to vest a general power in the Board of imposing the duty of fencing these special lands upon the companies irrespective of previous investigation or inquiry with regard to them and the necessity of fencing arising from the existing special conditions such investigation might disclose, but a special power exercisable with regard to any locality the Board might choose to investigate. Parliament no doubt wisely did not define what was intended as a locality. That too was left to the Board. Whether it was ten miles or one hundred miles or more in length was left open. So I should hold that the Board would have jurisdiction to investigate with respect to any area of such lands as the section embraced as to the conditions existing there, and after such investigation make such order as to fences, gates and cattle-guards as in its judgment was necessary and desirable.

But it must appear either expressly from the face of the order or from some record of the proceedings of the Board or be otherwise fairly to be inferred from them that the Board was exercising its powers with respect to some defined locality and was not merely making a general order covering all the localities throughout Canada through which all the railways subject to its jurisdiction ran. Such an order would be practically legislation in itself and not an exercise of the definite and limited powers given by Parliament. In my opinion Parliament did not intend to delegate to the Board a power to legislate, but a very broad general and, no doubt, desirable power to impose upon the railway companies duties with respect to fencing in certain designated areas of land called 'localities' from which duties the statute, until the Board otherwise ordered, exempted them. Parliament obviously intended by limiting the exercising of this power to 'localities' that it should not be exercised unless and until the Board having examined or inquired into the conditions had determined that these were such as called for the exercise of their powers so far as the 'locality' inquired into was concerned. It is not pretended that any such necessarily precedent investigation and inquiry as would justify a general power such as the one now being considered had been made. Indeed, the contrary appears to be the fact.

With respect to that part of the order relating to lines not completed or open for traffic or in course of construction where the railway is being constructed through inclosed lands which directs the railway company to

> at once construct such fences or take such other steps that (sic) will prevent cattle and other animals escaping from such inclosed lands,

I am of the opinion that the Board had jurisdiction to make the order directing immediate construction of fences or alternative steps deemed by them necessary and sufficient. The criticism upon the language of this particular order made by Anglin J. (with whose conclusion I agree) and who suggests a variation in its language is, I think, sound. If the language of the Act is adhered to and its words at the end of subsection 3 of section 254, namely, 'from getting on the railway' literally followed and substituted for those inserted in the order, namely, 'escaping from such inclosed lands,' I think many difficulties with respect to its enforcement in the future will be avoided.

IDINGTON, J.—I fear this order exceeds the jurisdiction of the Board of Railway Commissioners.

The Railway Act, by section 254, prescribes the duty of the railway companies in regard to fencing.

In no other part of the Act is the subject dealt with except section 242, subsection 2, and that part relative to cattle-guards to which I will presently refer.

Subsection 4 is as follows:—

> Whenever the railway passes through any locality in which the lands on either side of the railway are not inclosed and either settled or improved, the company shall not be required to erect and maintain such fences, gates and cattle-guards unless the Board otherwise orders or directs.

It is by this excepting part of the clause, and by that alone, put within the power of the Board to deal with this matter of fencing through

> any locality in which the lands on either side of the railway are not inclosed and either settled or improved.

To appreciate properly the nature and scope of that dealing and of the duties imposed upon the Board and jurisdiction given it by virtue of only these excepting words, for everything turns upon the range of this exception, I have searched through the Act to find if and how such excepting phrases are used elsewhere therein.

I have also endeavoured to find in how far and in what cases and manner a general legislative power or specific power of regulation is given.

For by its nature this order must rest upon the legislative powers of the Board which are quite distinct from its judicial and administrative powers.

Their legislative power is not confined to the subject-matters indicated in section 30 of the Act, extensive as these are, but in many places is specifically given either expressly or by clear words of implication on and over a great variety of subjects.

For example, in the minor matters of practice and procedure in section 51, and of what and how plans are to be filed as is required by sections 164 and 165 and many others, all relevant to the conduct of the business of the Board, legislative power is expressly given though from the nature of each of such subjects such powers might have been left to repose in necessary implication if any should be so left.

Then of a more important and more distinctly general legislative character we find section 264 implies by its language a general power to direct certain things relative to equipment of cars and locomotives and enabling by express words the passing of a general regulation suspending from time to time compliance with the provisions of that section.

We also find illustrations in section 269 which enables making regulations for working trains; section 284, subsection 4, which seems to imply making general regulations for traffic accommodation; section 321, as to classification of freight traffic; section 340, as to the limiting of liability or right to contract as to same; section 357, as to publication of tariffs, and section 400, as to increased tolls in a certain class of cases.

These are some of many of a like kind covering many spheres of action and mingled as it were in some cases with many express statutory provisions on the like subject-matters.

It is this feature of the Act which impresses me.

Where Parliament felt it might have failed to cover every emergency it has expressly or by clear implication conferred a legislative power to cover the omissions experience might find needful. What is the proper inference to be drawn if it is not that where the legislative power as in the cases in hand is not clearly given, it is not intended to be exercised?

Then we have the numerous exceptions, somewhat slightly varied in language, of the same nature as that covered by the exception under consideration.

For example, section 180, subsection 5, uses the expression 'except by leave of the Board.' Section 236, 'unless otherwise directed by the Board.' Section 242. 'unless the Board otherwise directs.'

I find in these illustrations two distinct and different methods of dealing with matters relegated to the Board.

Where the matter is intended to be dealt with legislatively, Parliament has uniformly found it necessary to say so, and distinctly confers the power. Where it is intended the Board shall act in its judicial or administrative capacity then in many cases we find the

> 'unless the Board otherwise directs' or its equivalent. Here the expression is that of 'orders or directs,'

even more clearly, I think, pointing to specific adjudication.

Then we have the 'locality' referred to of which there must be many. It is surely clearly intended that the words 'unless the Board otherwise orders or directs' at the end of the sentence should be held to relate to the antecedent part of the sentence which the word 'locality' limits.

It seems to have been intended to confine the ordering or directing to each locality as the subject or place in respect of which a hearing is to be had and action is to be taken.

I do not doubt more than one such might be included in one order.

The order made is, I think, clearly of a legislative character.

It is a re-casting of the scheme of the section. It throws on the railway company the onerous burthen Parliament had relieved it of and then provides for a special application and relief thereupon.

I am inclined to think it more in accordance with good, practical, common sense, if I may be permitted to say so, than the plan of the Act.

Yet it is distinctly legislative in character and that where the phrase used is not an apt one to confer such powers, and the sentence, as a whole, does not imply action of that kind, but of a judicial and administrative character relative to a specific case when it arises.

I cannot assign legislative power to the phrase without leading to possible absurdities or at least inconsistencies when we consider its use elsewhere.

Another consideration weighs much with me, and that is this. When a specific Act or thing has been dealt with by the Board, and a question raised of its jurisdiction by appeal here, our decision ends the matter unless appealed to the Privy Council by those concerned.

In the case of any excess of jurisdiction relative to some legislative power of assertion of such power where none exists and the jurisdiction is left unattacked or by us improvidently maintained, no one is so concerned as to carry the matter to the ultimate appellate court. Those indirectly so may await some specific accident case in which to raise it and carry the matter as a test then to the Privy Council with very undesirable results if the jurisdiction is not upheld, unless a more extensive meaning is given section 56, subsection 9, than I assign to it.

Unless the legislative power is clear it better be made so, or in case of doubt, be resolved (as we do in regard to our own) against jurisdiction.

The question of power as to fencing in places where construction is in process seems more clearly beyond the Board's jurisdiction than the other.

The suggestion that these orders might be rested upon section 30, subsection (*g*), is not tenable. The fact that cattle-guards are named and fences omitted is surely enough in itself to dispose of that. Cattle-guards are referred to as well as fences in section 254. But the question of what was the best kind of cattle-guard long agitated those concerned and possibly does yet. It was necessary to give the power to the Board of deciding as to a specific form or device of cattle-guard, and insisting if need be on its adoption by the companies when something is found to fill the bill and they might naturally be reluctant to change all their old devices.

No such question rose before the mind of any one in regard to fencing. That was doubtless thought to be finally disposed of and to need no more legislation.

It seems to me the appeal must be allowed.

Duff J. (dissenting).—The validity of the second of the impeached provisions depends upon the construction of the 4th subsection of section 254, read, of course, with such other provisions of the Act as may throw light on it. The effect of the whole section (254) appears to me to be this: The territory through which any given railway passes is for the purpose of the section conceived as embracing two classes of localities; 1st, those in which the lands on both sides of the railway are neither inclosed and settled nor inclosed and improved; and 2nd, localities in which some of the lands on at least one side of the railway falls within one or other of those categories; and the enactment imposes upon the railway company the duty of maintaining fences, cattle-guards and farm-crossings in the last mentioned class of localities and does not impose that duty in respect of the first mentioned. But this is not the whole of the legislative provision. The positive requirement to fence when the railway passes through a locality of the second-class is only the irreducible minimum of this kind of protection for the public which is ordained by the Act. In respect of the first class of localities no such absolute duty is imposed; but the whole question of fencing, &c., in such localities is reserved to be dealt with by the Board of Railway Commissioners.

This view of the section is that upon which the Board of Railway Commissioners appears to have acted, and although (since my learned brothers agree in thinking it erroneous), I must, of course, be wrong, I cannot profess to entertain any real doubt that the Board has correctly interpreted the intention of the legislature.

The rival view of subsection 4, put forward by Mr. Chrysler, is that the Board is empowered to make an order or direction under subsection 4, touching the subjects there dealt with only when satisfied judically upon special considerations applicable to a specified locality that the measures provided for by the order are necessary. I shall briefly give my reasons for thinking this construction untenable, and the grounds upon which I think the view of the Board of Railway Commissioners should be supported will appear as I proceed.

In any suggested view of the power in question one does not readily see upon what principle the exercise of it can be described as the exercise of a judical function. Assuming the authority to be confined to the promulgation of orders and directions applicable only to a specified railway and to a defined locality it is still quite obvious that in determining in a given case whether such an order or direction shall or shall not be given, the Board does not act upon any rule, principle or standard prescribed for it by the statute or by any other authority; it acts only upon such principles and standards as in the exercise of its own judgment it sets up for itself. And that is by no means all. An order of the Board under this enactment assuming it to be a specific order in the sense mentioned, actually alters the law governing the specific case dealt with. The company being, prior to the order, under no duty to fence becomes—solely in consequence of the order itself—subject to an obligation to do so; and the order itself—when published in the manner prescribed—has, by virtue of section 31 the same force as if enacted in the Railway Act. The order, in a word, does not merely give rise to a legal duty to some individual or determinate body of individuals; but constitutes an enactment on the violation of which the company is subjected to the same consequences as if it were found in the Act itself.

Such specific commands (as distinguished from rules or regulations governing all cases falling within a general description), although usually classed by legal writers as administrative, are strictly legislative in their character. There may no doubt be cases in which it would be difficult to draw the exact line between the functions that are in this sense administrative and functions that are judicial. Still the broad distinction between a function which finds its operation in determining what the law is to be for the future (whether governing one case or governing many cases) and that which is concerned with the application of some existing general rule, principle or standard to a particular case is a very plain and very familiar distinction. It is admirably illustrated in this sentence from the judgment of the Supreme Court of the United States in Interstate Commerce Commission v. Cincinnati, New Orleans and Texas Pacific Railway Company (1), at page 499:

> It is one thing to inquire whether the rates which have been charged and collected are reasonable—that is a judicial act; but an entirely different thing to prescribe rates which shall be charged in the future—that is a legislative act;

and it seems not to be at all difficult of application in the case before us.

Such being the character of the authority exercisable is the exercise of it limited in the way contended for; that is to say, must any order under it be confined in its application to a specific railway and to a defined locality?

Looking first at the language of the subsection itself it is at once apparent that regarding only the grammatical sense of the words employed the authority of the Board to 'otherwise order or direct' is not in any way subject to any such limitation. Is there any ground for implying it? I think there is none; on the contrary, there are very cogent reasons against such an implication. On the construction proposed it is obvious that before exercising its authority in any particular case the Board must first determine and define the locality in respect of which the order is to be made. Its jurisdiction exhypothesis must rest upon the correctness of its own view, that the locality so defined is a locality within the meaning of the section—the notion of 'locality' having no sort of relevancy except in that sense. Now, the most cursory examination of the section will reveal the pitfalls besetting the path of an authority exercising a jurisdiction resting on such a condition. What is a 'locality' within the meaning of this sub-section? What are 'local considerations?'

Assume, for example, a railway passing through a string of localities, some falling under sub-section 4, while in the others sub-section 1 is applicable; and that the Board considered it desirable that the line should, through all of them, be fenced. The Board has power to enforce sub-section 1 by an order directing fencing in localities to which it applies and to make a similar order in respect of the other localities under sub-section 4. In other words, the Board has power to direct fencing throughout the whole line and has determined it is desirable to do so. According to the construction contended for it is at this point that the difficulties of the Board begin. In order to carry into effect its determination it must, according to that view, first ascertain and define in a series of separate orders, the exact limits of the localities in respect of which it is exercising its authority under sub-section 4. Having ex-hypothesi as enforcing sub-section 1 or as exercising the power given by sub-section 4, the authority to direct fencing throughout the whole line and having determined to do so, the Board is disabled from exercising at once all its powers by the promulgation of a single order, but must, as a condition of its jurisdiction, first proceed to segregate the localities falling within sub-section 4—while a mistake in this process of labelling would in any particular case be fatal to the validity of the order.

It is obvious that such a construction must in practice give rise to much uncertainty in the application of the enactment and afford a field for much preliminary controversy upon the authority of the Board in particular cases; so much so, indeed, that I fear it will rob the provision of any sort of practical efficacy. I take it to be axiomatic that you must not imply a term in a statutory enactment if it is likely to defeat the purpose of the enactment as disclosed by the words actually used; and on this ground alone the implication suggested is not, I think, admissible.

It is further to be observed that the subject of the regulation of structures upon a railway in the aspect of that subject which touches the public safety is dealt with in another section of the Act, section 30 (*g*), which confers upon the Board in respect of such structures and for the purpose of protecting the property and persons of the public the broadest powers of general regulation. The language of that provision is certainly extensive enough to embrace the subjects of fencing and cattle-guards, and the subject of cattle-guards is expressly mentioned. No doubt the first subsection of section 254 does, within the field of its operation, displace the authority conferred by section 30 (*g*), at all events as regards the subject of fencing; but subsection 4 must, I think, be read with the earlier provision, and reading the two provisions together the most natural construction of the words 'unless the Board otherwise orders or directs' seems to be that localities to which subsection 4 applies, or in other words, localities not subject to the subsection 1 are, in respect to the subjects mentioned, reserved to be dealt with by the Board in this exercise of the general powers given by section 30 (*g*). If that be the true view there can be no doubt that the form of the Board's orders, the circumstances in which they are to be made, and the considerations by which, in making them, the Board is to be governed, are all in the largest manner left to the Board itself to determine.

As to the first provision, I think that under the Act as it now stands there is, in respect of localities falling within the scope of the first subsection, an unqualified duty to fence. The provision, it is true, is drawn in such a way as to embrace localities within subsection 4 as well, but in view of that subsection already stated, the provision is not by reason of the generality of its terms, open to objection.

I should, therefore, dismiss the appeal with costs.

Anglin, J.—The Canadian Northern railway appeals against so much of a general order pronounced by the Board of Railway Commissioners, proprio motu, as requires, amongst other things, that

> (*a*) All railway companies subject to the jurisdiction of the Board shall as to all railway lines completed, owned or operated by them, where the lands on either side of the railway are not inclosed, settled or improved, on or before January 1, 1911, erect and maintain on each side of the right-of-way, fences of a minimum height of four feet six inches with swing gates at farm crossings with minimum height aforesaid with proper hinges or fastenings.

And prescribes that

> (*b*) As to lines not yet completed or opened for traffic or in course of construction . . . . where the railway is being constructed through inclosed lands it shall be the duty of a railway company to at once construct such fences, or take such other steps that (sic) will prevent cattle and other animals escaping from such inclosed lands.

The order further provides that

> 6. Where it shall be made to appear to the Board that no necessity exists for the fencing or other works hereinbefore directed, the company or companies may apply to the Board for exemption from fencing and other works, and such exemption may be made as the Board deems proper

Section 254 of the Dominion Railway Act (R.S.C. 1906, chap. 37) reads as follows:—

> 254. The company shall erect and maintain upon the railway,—
>
> (*a*) fences of a minimum height of four feet six inches on each side of the railway.
>
> (*b*) swing gates in such fences at farm crossings of the minimum height aforesaid, with proper hinges and fastenings; provided that sliding or hurdle gates, constructed before the first day of February, one thousand nine hundred and four, may be maintained; and
>
> (*c*) cattle-guards on each side of the highway at every highway crossing at rail level with the railway.

4. Whenever the railway passes through any locality in which the lands on either side of the railway are not inclosed and either settled or improved, the company shall not be required to erect and maintain such fences, gates and cattle-guards unless the Board otherwise orders or directs.

The provisions of the order of the Board as to such portions of railway as pass through lands 'not inclosed, settled or improved,' the appellants contend are a reversal of the policy of Parliament, as declared by subsection 4 of section 254 of the Railway Act. This clause of the statute, they maintain, contemplates that as a general rule a railway company shall not be obliged to fence its right-of-way through lands not inclosed and not settled or improved, and that the obligation to fence the railway through such lands shall arise only when the Board of Railway Commissioners shall so order and direct in each particular locality.

I appreciate the difficulty of defining the limits of a 'locality,' or determining what extent of territory it may embrace. But I am satisfied that an order directing the erection of fences along the lines of all railways which pass through uninclosed lands not settled or improved in any part of Canada is not an order for the erection of such fences in 'any locality' within the meaning of that phrase as used in subsection 4 of section 254.

Mr. Ford, in supporting this part of the order, argued that the earlier part of subsection 4 was merely meant to describe the kind of country in which a railway company is not, without an order of the Board, general or particular, required to erect and maintain fences; and that that subsection contemplates that the Board may make a general order for the fencing of all railways wherever they pass through uninclosed lands not settled or improved; if the subsection had read: 'wherever the railway passes through lands on either side of the railway not inclosed, &c.'—this interpretation might be maintained; but it obviously treats the words 'through any locality' as mere surplusage and excludes them from consideration in the construction of the clause. This seems to me contrary to the fundamental canon of construction which requires that in constructing a statute effect shall if possible be given to every word.

As I read clause 4, it imports that an order requiring fencing shall be pronounced only when the Board is judicially satisfied that in the localities in regard to which such order is made fencing is necessary. To reach such a conclusion judicially pre-supposes investigation and inquiry as to the localities to be affected by the order, as a result of which the Board is satisfied that necessity for fencing there exists. The recital in the written opinion of the Chief Commissioner of the circumstances which led to the making of this order and the presence in the order itself of paragraph 6 above quoted, satisfy me that the part of the order now under consideration was not pronounced in the proper exercise of the judicial functions of the Board after investigation of the circumstances of all localities in Canada in which railways pass through uninclosed lands, not settled or improved, but that it is rather a declaration by the Board that, after an investigation admittedly partial, but in its opinion sufficiently extended, it has reached the conclusion that, as to all portions of railways passing through such lands in any part of Canada, the railway companies should prima facie and generally, be required to fence, and that the burden should be cast upon them of obtaining exemption from this obligation by satisfying the Board that in particular localities no necessity exists for fencing, &c. Such an order is, in my opinion, tantamount to legislation repealing subsection 4 and substituting for it a provision precisely the reverse in policy, operation and effect. To do this was, I think, notwithstanding the very broad terms in which the sections of the statute conferring and defining its jurisdiction are couched, beyond the power of the Board of Railway Commissioners.

I agree, therefore, with the contention of the appellants, that the Board had not jurisdiction to pronounce this general order requiring that every railway company throughout Canada, wherever its lines pass through uninclosed lands, not settled or improved, shall erect and maintain statutory fences, with swing gates along their right-of-way, unless it shall apply for and obtain exemption from the Board I think the appeal of the Canadian Northern Railway Company against this portion of the order should be allowed.

This part of the order was treated by counsel for the railway company as made under subsection 4, of section 254. No doubt it was so intended. That subsection, however, deals with—

> any locality in which the land on either side of the railway are not inclosed and either settled or improved.

In drafting the order the words 'and either' have been, no doubt inadvertently, omitted. Without them the clause of the order under consideration is wider than the exception created by subsection 4, of section, 254, and would cover uninclosed lands though 'settled or improved.' In such cases any departure from the language of the statute, however unimportant it may appear, is always fraught with danger. If this paragraph of the order could be otherwise supported under subsection 4, of section 254, it would probably be necessary to remit it to the Board for modification by inserting the words of the statute which have been omitted.

As to the other part of the order to which exception is taken, it will be noted that the direction is not necessarily to fence. It is to

> construct such fences or take such other steps that will prevent cattle and other animals escaping from such inclosed lands.

By section 2, subsection 21, 'railway' is defined as including 'property real or personal and works connected therewith.' Having regard to this definition I see nothing in section 254 which requires the Board to abstain from ordering that fences shall be erected along the right of way before the railway is ready for operation, when, it is admitted, the duty to fence exists and may be enforced. Where the railway passes through inclosed lands, *i.e.*, where the right-of-way of the company—its real property—is carried through inclosed lands, the statute says that 'the company shall erect and maintain upon the railway,' *i.e.*, upon its real property,

> fences . . . . suitable and sufficient to prevent cattle and other animals from getting on the railway.

i.e., on such real property.

But, if, as argued by Mr. Chrysler, the obligation to fence under section 254 arises only when the railway commences operation, the Board, in my opinion, had power, under section 30, clause (*g*), to pronounce the portion of their order now under discussion. By that section it is provided that

> the Board may make orders and regulations . . . (*g*) with respect to the . . . methods, devices, structures, and works to be used upon the railway (which includes its real property) so as to provide means for the due protection of property.

It was argued that, because fences are dealt with by section 254, and are not specifically mentioned in clause (*g*) of section 30, it must be taken that it was not intended thereby to empower the Board to order the erection of fences as a method, device, structure or work, for the protection of property. The order may be complied with without the erection of fences, if other adequate steps are taken. It directs that the railway company shall 'construct such fences or take such other steps, &c.,' moreover, section 254 either applied to the right-of-way before the rails are laid, or it does not. If it applies the order in appeal may be supported as an enforcement of its provisions (section 30, (*h*) and (*i*); if it does not so apply, its presence in the statute affords no reason for excluding from the purview of section 30 (*g*), as something elsewhere specifically provided for, the erection of fences as a means for the due protection of property pending the completion of the railway.

I think it is clear that either under subsection 1, of section 254, or under the comprehensive language of clause (*g*) of section 30, the jurisdiction which they have here exercised is conferred upon the Board of Railway Commissioners.

It has been suggested that subsection 1 does not apply to all localities in which the railway passes through inclosed lands which are not only inclosed, but also settled or improved. This is said to be the effect upon subsection 1 of the exception made by subsection 4.

It is, I think, incontravertible that such portions of every railway as are not within the exception of subsection 4, are within the first subsection. To understand the limitations upon the application of subsection 1, it is, therefore, necessary to ascertain with precision what parts of a railway are within subsection 4.

By subsection 4 are excepted not all localities in which lands are 'not inclosed,' but only those in which there are lands not inclosed which are also not 'either settled or improved,' *i.e.* Localities in which there are (A) lands not inclosed and not settled or (B) lands not inclosed and not improved. Uninclosed lands which are improved or settled, and unimproved or unsettled lands which are inclosed are not within the exception. Therefore, localities in which the lands answer to either of these latter descriptions are within subsection 1.

If they are not it must be because they are within the exception, and if so, the exception is in reality of all localities in which the lands are not inclosed, whether improved or unimproved, settled or unsettled; and the words, 'and either settled or improved,' are read out of the exception.

The only other possible construction of the exception is read to the word 'not' as applicable only to 'inclosed,' which would be equivalent to inserting the word 'are' after the word 'and,' so that the phrase would read—'in which the lands . . . are not inclosed and (are) either settled or improved'—a palpably wrong construction because it would exclude from the exception the very localities in which fencing is least of all requisite. Viz., those in which the lands are neither inclosed nor settled or improved.

I, therefore, think that all localities in which the lands on either side of the railway are inclosed, whether they are improved or unimproved, settled or unsettled, are within subsection 1, because clearly not within the exception; and in addition subsection 1 covers localities in which such lands, though not inclosed, are either settled or improved. Otherwise either localities in which the lands answer the latter description are unprovided for—which is contrary to the view that the section as a whole embraces all parts of all railways—or all localities where lands are not inclosed are within the exception—a construction which, as already pointed out, involves reading out the words 'and either settled and improved.'

I have not overlooked the decision of Street, J., in Phair v. Canadian Northern Railway Company (1). Without expressing any opinion as to the correctness of that decision upon the language of the statutes as it then was, it suffices to say that Parliament has since altered the phraseology of subsection 4 and it is not unreasonable to suppose that by the alteration of phraseology it intended to effect some change in the law. But whether this be so or not, subsection 4, as it now stands, must be given that construction for which its present form seems to call.

No doubt before the railway is under actual construction, although the right-of-way has been fully acquired, the owners, through whose inclosed farms it runs would be amply protected by and fully satisfied with an order requiring the company to maintain intact the line fences crossing their right-of-way or to take other steps sufficient to prevent cattle 'escaping from such inclosed lands,' under clause (g) of section 30, if section 254 is not applicable, such an order might be made, but if section 254 applies—an order might be made, as I think it does—the only order authorized is an order requiring the erection and maintenance of statutory fences, &c., 'to prevent cattle and other animals from getting on the railways.' That the Board would have jurisdiction to make such an order I think sufficiently clear; its reasonableness would not be for our consideration; but it would scarcely seem necessary before construction is commenced to require the company to fence in order to prevent cattle getting upon its right-of-way, which is then for all practical purposes still part of the farms through which it runs. Whether as a condition of exempting it from the obligation to fence its right-of-way before construction the Board could order that the company should, until actual construction commences maintain existing farm fences so as to prevent cattle escaping from inclosed lands through which its right-of-way passes may be open to some question; but having regard to the provisions of subsection 2, of section 30, I incline to think that such an order might be made.

The order in question, however, relates only to cases 'where the railway is being constructed.' It, therefore, would seem inapplicable to cases in which the work of construction has not commenced. Where construction is actually proceeding it is in many localities accompanied by danger to cattle and other animals straying upon the right-of-way quite as great as those incidental to the actual operation of a railway. In such cases not only in my opinion has the Board the power to require the erection of statutory fences to prevent 'cattle or other animals from getting on the railway,' but it would be entirely reasonable that such an order should be made.

For these reasons I am of the opinion that the portion of the order of the Board dealing with inclosed lands 'where the railway is being constructed' has not been successfully attacked, and that as to it the appeal should be dismissed.

The order should, however, be varied by substituting for the words 'escaping from such inlcosed lands' the words of the statute—'from getting on the railway.' This alteration we cannot make; but the necessary amendment will no doubt be made by the Board itself.

Appeal allowed in part.

CARRIAGE OF SILVER AND OTHER VALUABLE ORES.

This matter arose in connection with a complaint that the rates on ore charged by Canadian railways discriminated in favour of the United States smelters against the industry of smelting and refining in Canada. The matter was subsequently dealt with on an application of the Grand Trunk Railway Company of Canada under section 353 of the Railway Act to the Board for approval of the form of 'release' or special contract respecting the carriage of silver and other valuable ores and subsequently on June 3, 1909, the following general order was made:—

Upon reading what was alleged in support of the application:—

It is ordered that the form of 'release' or special contract respecting the carriage of silver and other valuable ores, approved by the said order of the Board No. 6972 dated May 6, 1909, be extended to apply to all railway companies under the jurisdiction of the Board, the said companies being hereby authorized to use the said form upon their respective lines of railway until the Board shall hereafter otherwise order and determine.

(Signed.) D'ARCY SCOTT,
Asst. Chief Commissioner,
Board of Railway Commissioners for Canada.

LEVEL CROSSING PROTECTION AND GRADE ELIMINATION

Among the foregoing amendments to the Railway Act is the following section:—

> '4. No train shall pass over any highway crossing at rail level at a greater speed than ten miles an hour, if at such crossing an accident has happened subsequent to the first day of January, nineteen hundred. by a moving train causing bodily injury or death to a person using such crossing. unless and until such crossing is protected to the satisfaction of the Board; and no train shall pass over any highway crossing at rail level at a greater speed than ten miles an hour in respect of which crossing an order of the Board has been made to provide protection for the safety and convenience of the public and which order has not been complied with.
>
> '5. The company shall have until the first day of January, one thousand nine hundred and ten, to comply with the provisions of subsection 4 of this section.'

The Board realizing the necessity of obtaining from the railway companies as speedily as possible returns of all highway crossings at which an accident had happened subsequent to January 1, 1900, issued the following order July 8, 1909:—

It is ordered that all railway companies subject to the jurisdiction of the Parliament of Canada do, on or before September 1, 1909, furnish to and file with the Board:—

1. A return of all highway crossings upon its line or lines of railway at which an accident has happened subsequent to the first day of January, 1900, by a moving train causing bodily injury or death to a person using such crossing.

2. In the event of more than one accident of the character aforesaid having happened at any such crossing, such return shall so indicate.

3. That such return shall cover all accidents of the character aforesaid up to the date thereof.

4. That after the filing of the said returns with the Board, each of the companies aforesaid shall, immediately upon the happening of an accident or accidents of the character aforesaid, furnish to and file with the Board a return of all such accidents happening upon its lines subsequent to the date of the return required by paragraph 1 hereof.

5. The said returns shall be certified to by an officer or official of the railway company, who shall have the necessary knowledge, obtained by inquiry or otherwise, to justify such certification.

6. The said returns shall be in the form appearing as schedule 'A' hereto.

7. The information set forth in the said returns shall be full and explicit.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

This order was sent to all railway companies subject to the Board's jurisdiction together with the following:—

[Circular No. 39.]

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, July 15, 1909.

Re Level Crossing Protection and Grade Elimination.

It is apparent from the legislation of last session, the discussion in Parliament, and the general expression of public opinion, that the Board is expected to initiate a definite movement towards the elimination of grade crossings and the protection of others that may be regarded as dangerous.

It is the desire of the Board to deal with this important matter in a way that will not be unreasonably onerous upon the railway companies, but at the same time it fully appreciates the fact that little can be accomplished without large expenditure and therefore it is particularly anxious that no mistakes shall be made and that no expense shall be incurred that is not fully warranted.

The Board has for some time been collecting information and particulars regarding crossings that require protection, but before acting in the matter thought the proper course to pursue would be to ask the railway companies themselves to furnish a list of crossings upon their lines that in their opinion should be the ones to make a start at, as it would seem that those upon whom the responsibilities of railway operation rest should be the best informed as to the crossings upon their various lines that are the most dangerous.

If this course is followed, it is felt that it will materially assist in directing expenditures at points where the greatest benefit to all concerned will ensue, but upon the other hand if the companies, or any of them, have objections to this suggestion the Board trusts they will feel at perfect liberty to disregard it.

If it is thought desirable to co-operate with the Board, the information given should cover crossings upon the whole system of each company and should not be confined to any one province or locality.

Subject to hearing the views of the companies, it is the present intention of the Board to select a certain number of crossings each year, call upon persons, corporations and companies that it may be thought should contribute, before the Board and after hearing all concerned, direct the character of the protection and apportion the cost.

The Board will be glad to have suggestions from the compaines upon this matter submitted in writing by, say October 1, 1909.

All the principal railway companies promptly furnished the necessary information and on November 30, with the assistance of the companies, certain crossings were selected to be dealt with at Ottawa on January 4, 1910; Toronto on January 27, 1910; and Montreal on February 7, 1910, and the various municipalities in which the grade crossings lay were notified that the Board was having them inspected and proposed to take up the question of grade separation or protection thereat, and the municipalities were asked if they had any suggestions to make in connection with the matter. From April 1, 1909, to March 31, 1910,   level crossings have been dealt with. While some progress has been made during the year the least consideration of the question shows how difficult the matter is to deal with. The expense of a separation of grade is always a costly work, the local municipality almost always objects to contributing, and of course should not contribute as much as the railway company; in some instances it should not contribute at all; the statute limits the contributions from the Grade Crossing Fund to $5,000 for any one work, so the principal portions of the cost must always fall upon the railway company, probably it is upon the company that the burden should mostly fall, but it will be at once seen that any undue haste would impose enormous capital expenditure upon the companies, which would probably be found to not have much earning power; of course there are many cases where grade separation works economy in operation, but this is confined mostly to the cities. Protection at level crossings by means of electric bells, flagmen, and gates has been required in many places where grade elimination was impracticable either from physical or financial reasons; these modes of protection greatly increase the expense of operation while in the majority of cases there is no apparent source from which any increased earning is to come, so, while the members of the Board, both personally as well as an administrative body, are keenly alive to the necessity of protecting the public from the ever increasing dangers at level crossings, they are confronted with many difficulties. A careful analysis of the accidents that happen at level crossings will show that at least eighty per cent arise from the carelessness of the individual using the highway and not from the carelessness of the trainmen.

If undue burdens are imposed upon the railways in the way of increased expenditure of operation, or increased capital that is unremunerative the end is plainly seen. Some of the companies may face these expenditures with equanimity, but as to others it would probably mean unreasonably impoverished dividends or increased rates. Again, many municipalities enter into agreements with the railway companies proposing to construct new lines and, to some extent in some cases, tie the hands of the Board before it has a chance to intervene; a striking illustration of this will be found in the Orillia case in Appendix 'D.'

Railway construction in Canada is only in its infancy, plans of new roads are being continually filed and the Board is daily approving plans for their construction; all over the west and through the older provinces, these new roads cross most of the highways at grade—how can it be otherwise, if the roads are to be built? The Board could not obstruct railway building in the west by requiring the elimination of grade crossings; the companies are unable to construct as rapidly as the public demands require, and if no crossings at grade were permitted the roads could not be built—in the result we are approving of at least a hundred grade crossings to every one we succeed in eliminating. It is not sufficient to say these are mostly in new or rural parts—the unfortunate part of the whole matter is that it is in the rural parts where the little used highway crosses that too many of the most painful accidents happen.

Upon the whole, however, the Board feels some satisfaction at what it has succeeded in accomplishing: nothing remains but to proceed with caution and patience, and in the end time alone can work a solution of this problem.

The Board has found the fund voted by Parliament a great assistance in this matter although it could have accomplished more had the control over it been unfettered by the limitation of $5,000 to any one work.

It is a matter of regret that the provinces have not joined in this work by making reasonable grants as subsection 4 of section 239 (*a*) of 8-9 Edw. VII. anticipated they might be inclined to do.

RULES FOR LOADING LONG MATERIAL AND STONE ON FLAT AND OPEN CARS.

This matter was first brought to the attention of the Board in connection with the memorial of the Trainmen's Association of Canada for the adoption of certain regulations having in view the protection of railway employees and in connection with this memorial an order was issued under date of December 16, 1908, order 5888, clause 8 of which order provides that all railway companies shall strictly conform to the rules and regulations from time to time provided by the Master Car Builders' Association governing the loading of lumber, logs and stone on open cars and the loading and carrying of structural material, plates, rails and girders. Subsequently attention was called to a number of accidents, in some instances fatal, caused by defects in the flat and open cars of railway companies used for shipment of long material and stone—not affording proper safeguards for the handling of such traffic. At the sittings held in Ottawa on April 6, 1909, the matter was fully considered. Subsequently the judgment of the Board was delivered by Mr. Commissioner McLean, reasons for which follow the order, and on July 24, 1909, order No. 7599 was issued as follows:—

Upon the report and recommendation of its inspectors, and in pursuance of the powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf, it is ordered:—

1. That every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association governing the loading of lumber, logs and stone on flat and open cars.
2. That if the load on a car shifts in transit, the train crew shall see that it is re-adjusted in accordance with this order before the same is allowed to proceed.
3. That shippers and the railway companies and their operators and employees shall see that all open and flat cars are loaded, and the loads protected in accordance with the terms of this order.
4. That every such railway company shall be liable to a penalty not exceeding fifty dollars for every failure to comply with the foregoing regulations.
5. That every employee of such railway company, and every shipper, shall be liable to a penalty of a sum not exceeding twenty-five ($25) dollars for every failure to comply with the foregoing regulations.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

REGULATIONS FOR THE CARRIAGE OF EXPLOSIVES.

This is a matter that had been receiving the consideration of the Board through its Traffic Department for some time with a view to formulating an order that would safeguard by special regulations the receiving, forwarding, and delivering, of explosives by all carriers. The Board also desired that such regulations should be uniform with respect to shipments from a foreign country into or through Canada, or from Canada to a foreign country, as well as within the Dominion. The matter had been very fully considered by the Interstate Commerce Commission, and as it was almost imperative that the regulations should be the same both in Canada and the United States the regulations established there were adopted by the following order on August 27, 1909.

In the matter of Regulations for the Carriage of Explosives:

Whereas it appears to the Board to be important in the general interest that the receiving, forwarding and delivering of explosives by all carriers thereof be safeguarded by special regulation, and that such regulations should be uniform with respect to shipments from a foreign country into or through Canada, or from Canada to a foreign country, as well as within Canada;

And whereas the American Railway Association, assisted by experts, has formulated a code of rules, which, in the main, have been prescribed by the Interstate Commerce Commission for observance by the railway companies engaged in interstate commerce in the United States;

And whereas the said regulations of the Interstate Commerce Commission have been recommended by the Canadian Freight Association for the approval of the Board;

Now, therefore, in pursuance of sections 26, 30, 286, and 287 of the Railway Act, and of all powers possessed by the Board under the said Act,

It is ordered that the following regulations for the receiving, forwarding and delivering of explosives be, and they are hereby, prescribed for the observance of every railway company within the legislative authority of the Parliament of Canada which accepts explosives for carriage:—

GENERAL RULES.

A. Unless specifically authorized by these regulations, explosives must not be packed in the same outside package with each other or with other articles. Explosives, when offered for shipment by rail, must be in proper condition for transportation and must be packed, marked, loaded, stayed, and handled while in transit in accordance with these regulations. All packages of less than carload shipments must also be plainly marked on the outer covering or boxing (outside package) with the name and address of consignee. Empty boxes previously used for high explosives are dangerous and must not be again used for shipments of any character. Empty boxes which have been used for the shipment of other explosives than high explosives must have the old marks thoroughly removed before being accepted for the shipment of other articles. Empty metal kegs which have been used for the shipment of black powder not contained in an interior package must not be used for shipment of any explosive.

B. Explosives, except such as are forbidden (see paras. 1501 and 1531 to 1536) may be received for carriage provided the following regulations are complied with, and provided their method of manufacture and packing, so far as it affects safe transportation, is open to inspection by a duly authorized representative of the initial carrier, or of the Bureau for the Safe Transportation of Explosives and other Dangerous Articles of the American Railway Association, if he be so designated by the Canadian carrier. Shipments of explosives that do not comply with these regulations must not be received. Shipments offered by the Dominion government may be packed, including limitations of weight, as required by its regulations.

C. Before any shipment of explosives, destined to points beyond the lines of the initial carrier is accepted from the shipper, the initial carrier must ascertain that the shipment can go forward via the route designated, and that delivery can be made at destination. To avoid unnecessary delays, arrangements must be made to furnish this information promptly to the initial carrier. Shipments offered by connecting lines must be received subject to these regulations.

TESTS FOR STRENGTH OF PACKAGE.

D. Packages receive their greatest stresses in a direction parallel to the length of the car and must, therefore, be loaded so as to offer their greatest resistance in this direction. Cleats or handles, when prescribed for packages, must be so placed as not to interfere with the close packing lengthwise in the car.

E. When inexplosive material of equal weight is substituted (sand for a granular explosive, dummy cartridges for high-explosive cartridges), and the outside package is dropped on its end onto a foundation of solid brick or concrete from a height of four feet, the outside package must not open, nor rupture, nor must any portion of the contents escape therefrom.

F. In addition to standing the test in paragraph *E,* the design and construction of packages must be such as to prevent the occurrence in individual packages of defects that permit leakage of their contents under the ordinary conditions incident to transportation.

G. Violations of these regulations discovered in cars containing explosives, or in the loading or staying of packages, must be corrected before forwarding the car. A report of all serious violations, with a statement of apparent cause (such as defective packing, improper staying, rough treatment of car, &c.), must be made by the carrier to the Secretary of the Board of Railway Commissioners.

GROUPING.

H. For transportation purposes, all explosives are divided into the following groups:—

1. Forbidden explosives.
2. Black powder.
3. High explosives.
4. Smokeless powder.
5. Fulminates.
6. Ammunition.
7. Fireworks.

Section 1.—Information and Definitions.

Group 1.—Forbidden Explosives.

(See paragraphs 1531 to 1536).

1501. The following are forbidden explosives:—

(*a*) Liquid nitro-glycerine.

(*b*) Dynamite containing over 60 per cent of nitro-glycerine (except gelatine dynamite).

(*c*) Dynamite having an unsatisfactory absorbent, or one that permits leakage of nitro-glycerine under any conditions liable to exist during transportation or storage.

(*d*) Nitro-cellulose in a dry condition, in quantity greater than ten (10) pounds in one exterior package. (See paragraphs 1557 to 1560.)

(*e*) Fulminate of mercury in bulk in a dry condition, and fulminates of all other metals in any condition.

(*f*) Fireworks that combine an explosive and a detonator or blasting cap. (See paragraphs 1515 to 1644.)

Group 2.—Black Powder.

(See paragraphs 1541 to 1545.)

1502. Black (or brown) powder embraces all explosives having a composition similar to that of ordinary gunpowder, such as carbonaceous material, sulphur, and a nitrate of sodium or potassium. This group includes rifle, sporting, blasting, cannon, and the prismatic powders.

Group 3.—High Explosives.

(See paragraphs 1551 to 1560.)

1503. High explosives are all explosives more powerful than ordinary black powder, except smokeless powders and fulminates. Their distinguishing characteristic is their susceptibility to detonation by a commercial detonator, or blasting cap. Many high explosives are sensitive to percussion and friction. Examples of high explosives are the dynamites, picric acid, picrates, chlorate powders, and nitrate of ammonia powders.

Group 4.—Smokeless Powder.

(See paragraphs 1571 to 1579.)

1504. Smokeless powders are those explosives from which there is little or no smoke when fired. The group consists of smokeless powder for cannon and smokeless powder for small arms. Smokeless powder for cannon used in the United States at the present time consists of a nitro-cellulose colloid, and is safe to handle and transport. Smokeless powder for small arms may consist of nitro-cellulose, nitro-cellulose combined with nitro-glycerine, picrate mixtures, or chlorate mixtures.

Group 5.—Fulminates.

(See paragraphs 1591 to 1593.)

1505. This includes fulminate of mercury in bulk form—that is, not made up into percussion caps, detonators, blasting caps, or exploders.

Group 6.—Ammunition.

(See paragraphs 1601 to 1622.)

1506. Small-arms ammunition consists usually of a paper or metallic shell, the primer, powder charge, and projectile, the materials necessary for one firing being all in one piece, such as is used in sporting or fowling pieces, or in rifle, pistol practice, &c.

1507. Ammunition for cannon embraces all fixed or separate-loading ammunition packed in a single package in which the projectile weighs one pound or over, and is usually transported only for government use. When the component parts are packed in separate outside packages, such packages will be shipped as smokeless powder for cannon, explosive projectiles, empty projectiles, primers, or fuzes. Igniters composed of black powder may be attached to packages in shipments of smokeless powder.

1508. Explosive projectiles, or loaded shells for use in cannon, are not liable to be exploded except by fire of considerable intensity, and the flying fragments would then be very dangerous.

1509. Detonators is the techincal name for articles such as blasting caps, the use of which is to cause explosions of a high order, or 'detonations.' This means the instantaneous conversion of the entire explosive into gas instead of the gradual conversion known as 'combustion.' Dynamite 'detonates' and smokeless powder for cannon 'burns.'

1510. Blasting caps contain from 5 to 50 grains of dry fulminate of mercury, or a similar substance, packed in a thin copper cup and fired by a slow-burning safety fuze. When a small 'bridge' of fine wire is embedded in the fulminate, held by a sulphur cast, and arranged to fire the fulminate by heating the bridge by means of an electric current, the cap is called an 'electric blasting cap' or 'electric cap,' or 'electric exploder.'

1511. Detonating fuzes are used to detonate the high explosive bursting charges of projectiles or torpedoes. In addition to a powerful detonator they may contain several ounces of a high explosive, such as picric acid or dry nitro-cellulose, all assembled in a heavy steel envelope, the flying fragments of which, in case of explosion, would be very dangerous. From their careful design, manufacture, and packing detonating fuzes are not liable to be exploded in transportation except by fire of considerable intensity.

1512. Primers, percussion and time fuzes are devices used to ignite the black powder bursting charges of projectiles, or the powder charges of ammunition. For small-arms ammunition the primers are usually called 'small-arm primers' or 'percussion caps.'

Group 7.—Fireworks.

(See paragraphs 1641 to 1647.)

1513. Fireworks include everything that is designed and manufactured, primarily, for the production of pyrotechnic effects. They consist of common fireworks and special fireworks.

1514. Common fireworks include all that depend principally upon nitrates to support combustion and not upon chlorates; that contain no phosphorus and no high explosive sensitive to shock and friction; that produce their effect through colour display rather than by loud noises. If noise is the principal object, the units must be small and of such nature and manufacture that they will explode separately and harmlessly, if at all, when one unit is ignited in a packing case. They must not be designated for ignition by shock or friction. Examples are Chinese firecrackers, Roman candles, pin wheels, coloured fires, serpents, railway fuses, flash powders, &c.

1515. Special fireworks include all that contain any quantity of red or white phosphorus, a fulminate, or other high explosive sensitive to shock or friction; or that contain units of such size that the explosion of one while being handled would produce a serious injury; or that require a special appliance or tool, mortar, holder, &c., for their safe use; or that may be exploded en masse in their packing cases; or that are intended for or may be ignited or exploded by shock or friction. Examples are giant firecrackers, bombs, salutes, toy torpedoes and caps, rockets, ammunition pellets fired in a special holder, railway torpedoes, &c.

Section 11.—Conditions of Acceptance and Shipment of Packages.

Group 1.—Forbidden and Condemned Explosives.

1531. Forbidden explosives, as defined in paragraph 1501, and explosives condemned by the Bureau of Explosives of the American Railway Association, must not be accepted for shipment.

1532. Should any package of high explosives when offered for shipment show excessive dampness or be moldy or show outward signs of any oily stain or other indication that absorption of the liquid part of the explosive is not perfect, or that the amount of the liquid part is greater than the absorbent can carry, the packages must be refused in every instance. The shipper must substantiate any claim that a stain is due to accidental contact with grease, oil, or similar substance. In case of doubt, the package must be rejected. A shipment of leaking dynamite is liable to cause a disaster in spite of careful handling; and storage, especially in warm and damp magazines, tends to cause leakage. Carriers must, for these reasons, examine with more than usual care all packages that have been stored or are offered for shipment during the summer months.

REPACKING OF DYNAMITE.

1533. Condemned dynamite must not be repacked and offered for shipment unless the repacking is done by a competent person in the presence and with the consent of an inspector.

DISPOSITION OF INJURED, CONDEMNED, AND STRAY PACKAGES.

1534. Packages found injured or broken in transit may be recoopered when this is evidently practicable and not dangerous. A broken box of dynamite that can not be recoopered should be re-enforced by stout wrapping paper and twine, placed in another strong box, and surrounded by dry, fine sawdust, or dry and clean cotton waste, or elastic wads made from dry newspaper. A ruptured can or keg should be inclosed in a grain bag of good quality and boxed or crated. Injured packages thus protected and properly marked may be forwarded.

1535. Condemned packages of leaking dynamite should (1) be returned immediately to shipper if at point of shipment; or (2) disposed of to a dealer in dynamite, or other person who is competent and willing to remove them from railway property, if leakage is discovered while in transit; or (3) removed immediately by consignee if shipment is at destination.

When disposition cannot be made as above, the leaking boxes must be packed in other boxes large enough to permit, and the leaking boxes must be surrounded by at least 2 inches of dry, fine sawdust, or dry and clean cotton waste, and be stored in station magazine or other safe place, until arrival of an inspector or other authorized person to superintend the destruction of the condemned material.

1536. When name and address of consignee are known, a stray shipment must be forwarded to its destination by the most practicable route, provided a careful inspection shows the packages to be in proper condition for safe transportation. Revenue and card way bills must be prepared, and on them must be written or stamped 'stray shipment, inspected at station, railway, 19 .' except in cases where authority can be obtained by wire from the original forwarding station to stamp these waybills 'Shippers' certificate, file.' (See paragraph 1668.)

When a package in a stray shipment is not in proper condition for safe transportation (see paragraph 1534), or when name and address of consignee are unknown, disposition will be made as prescribed by paragraph 1535.

Group 2.—Black Powder.

1541. *Packing.*—Packages containing less than twelve and a half (12½) pounds of rifle, sporting, blasting, or cannon powders must be inclosed in a tight box, so that the filling holes of the packages will be up, and the boxes must be marked on top, as prescribed by paragraph 1544,

1542. Twelve and a half (12½) pounds or over of black or brown powder must be packed in packages that comply with general rules *D, E,* and *F.* Kegs less than 9 inches long must be boxed, as prescribed by paragraph 1541.

1543. *Weight.*—Packages must not weigh over 150 pounds gross.

1544. *Marking.*—Each outside package must be plainly marked, stamped, or stenciled to show the kind, 'black' or 'brown.' and the use, 'blasting.' 'rifle.' 'cannon,' 'mortar,' &c.: as 'black blasting powder,' 'black rifle powder,' &c. Additional marks, trade names, &c., may appear if desired by shipper.

1545. *Car.*—A car containing shipments of black powder in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 3.—High Explosives.

1551. High explosives consisting of a liquid mixed with an absorbent material must have the absorbent (wood pulp or similar material) in sufficient quantity and of satisfactory quality, properly dried at the time of mixing; nitrate of soda must be dried at the time of mixing to less than one per cent of moisture; and the ingredients must be uniformly mixed so that the liquid will remain thoroughly absorbed under the most unfavourable conditions incident to transportation.

1552. Explosives containing nitro-glycerine must have uniformity mixed with the absorbent material a satisfactory antacid which must be in quantity sufficient to have the acid neutralizing power of an amount of magnesium carbonate equal to one per cent of the nitro-glycerine.

1553. *Packing.*—High explosives, containing more than 10 per cent of nitroglycerine, must be made into cartridges not exceeding 4 inches in diameter, or 8 inches in length (does not apply to gelatine dynamite), and must not be packed in bags or sacks. Bags or sacks of high explosives, containing not more than 10 per cent of nitroglycerin and not over 12½ pounds each of explosives, will be accepted as cartridges, but these bags must be strong and must be placed in the box with filling ends up. The covering of all cartridges, consisting of paper or other material, must be strong and so treated that it will not absorb the liquid constituent of the explosive.

1554. All boxes in which cartridges containing nitro-glycerine are packed must be lined with a suitable material that is impervious to liquid nitro-glycerine. Cardboard cartons closed at the bottom and made of strong and flexible material that is impervious to nitro-glycerine form a satisfactory lining. At least one-quarter of an inch of dry sawdust or similar material must be spread over the bottom of the box before inserting the cartridges, and all the vacant space in the top must be filled with this material. The cartridges, except the bags or sacks authorized in paragraph 1553, must be so arranged in the boxes that when they are transported with the boxes top side up all cartridges will lie on their sides and never on their ends.

1555. The boxes must be strong (general rules *D, E. F*), the lumber throughout must be sound and free from loose knots, and, when made with lock corners, must not be less than one-half inch in thickness. When nailed boxes are used, the ends must not be less than 1 inch, nor the sides, top, and bottom less than one-half inch in thickness. The limits for thickness refer to the finished box and not to the undressed lumber.

1556. High explosives, containing no explosive liquid ingredient, and not having, with their normal percentage of moisture, a sensitiveness to percussion greater than measured by the blow delivered by an 8-pound weight dropping from a height of five (5) inches on a compressed pellet of the explosive, three-hundredths of an inch in thickness and two-tenths of an inch in diameter, held rigidly between hard steel surfaces, as in the standard impact testing apparatus of the Bureau of Explosives of the American Railway Association, will be accepted for shipment when securely packed in bulk in tight packages that comply with general rules *D, E, F*. These explosives may also be packed in cartridges, and must be so packed when their sensitiveness is greater than the above limit.

1557. *Dry Nitro-cellulose.*—Inside packages containing not more than one pound each of dry nitro-cellulose, wrapped in strong paraffined paper, or other suitable sparkproof material, will be accepted for shipment if securely packed in an outside package that complies with general rules *D. E,* and *F,* and is marked as prescribed in paragraph 1559. Outside packages must not contain more than ten (10) pounds of dry nitro-cellulose.

1558. *Weights.*—High explosives containing an explosive liquid ingredient must not exceed sixty-five (65) pousds, gross weight, in one outside package.

High explosives containing no liquid explosive ingredient as defined in paragraph not exceed sixty-five (65) pounds, gross weight, in one outside package.

The gross weight of an outside package containing dry nitro-cellulose, packed as defined in paragraph 1557, must not exceed 35 pounds.

1559. *Marking.*—The boxes must be plainly marked on top and on one side or end 'high explosive—dangerous.' The top must be marked 'this side up.'

1560. *Car.*—For shipments of high explosives in any quantity, the car must be certified and placarded as prescribed in paragraphs 1661 and 1666.

Group 4.—Smokeless Powder.

Smokeless Powder for Cannon.

1571. *Packing.*—Smokeless powder for cannon must be packed in tight boxes free from loose knots and cracks, or in kegs, that comply with general rules *D, E,* and *F.*

1572. *Weight.*—Packages must not weigh over 152 pounds gross.

1573. *Marking.*—Each package must be plainly marked on top 'Smokeless powder for Cannon.'

1574. *Car.*—Smokeless powder for cannon may be shipped in any box car in good condition. The car must be placarded 'Inflammable' as prescribed by paragraph 1663.

Smokeless Powder for Small Arms.

1575. *Packing.*—Packages of less than nine (9) pounds of smokeless powder for small arms must be inclosed in a tight box so that the filling hole of each inside package will be up, and the box must be marked on top as prescribed by paragraph 1578.

1576. Quantities of 9 pounds or over must be placed in packages that comply with general rules *D, E,* and *F.* Kegs less than 9 inches long must be boxed as prescribed by paragraph 1541.

1577. *Weight.*—Packages weighing over 31 pounds gross will not be received unless packed under the supervision of and shipped for the use of the Dominion government.

Packages weighing not over 30 pounds gross each may be inclosed in an outside package, in which case the gross weight must not exceed 150 pounds.

1578. *Marking.*—Each outside package must be plainly marked on top 'Smokeless powder for small arms.'

1579. *Car.*—Shipments of smokeless powder for small arms in any quantity require a car to be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 5.—Fulminates.

1591. *Packing.*—Fulminate of mercury in bulk must contain when packed not less than twenty-five (25) per cent of water, and must in this wet condition be placed in a bag made of heavy cotton cloth of close mesh equal in quality and weight to the cotton twill used for pockets in high-grade clothing. There must be placed inside the bag and over the fulminate a cap of the same cloth and of the diameter of the bag, and the bag must be tied securely and placed in a strong grain bag, which must in turn be tied securely and packed in the centre of a cask or barrel in good condition and of the kind used for shipment of alcohol. The grain bag must not contain more than 150 pounds dry weight of fulminate, and it must be surrounded on all sides by tightly packed sawdust not less than 6 inches thick. The cask or barrel must be lined with a heavy close-fitting jute bag closed by secure sewing to prevent escape of sawdust. After the barrel is properly coopered it must be filled with water, the bung sealed, and the barrel must be inspected carefully and all leaks stopped.

1592. *Marking.*—Each cask, or barrel, must be plainly marked 'Wet Fulminate of Mercury—Dangerous.'

1593. *Car.*—A car containing fulminate in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 6.—Ammunition.

Small-arms Ammunition.

1601. *Packing.*—Small-arms ammunition must be packed in pasteboard or other boxes, and these pasteboard or other boxes must be packed in strong outside boxes.

Small-arms ammunition in pasteboard or other boxes, and in quantity not exceeding a gross weight of 75 pounds, may be packed with non-explosive and non-inflammable articles and with small-arms primers or percussion caps (see paragraph 1619), provided the shipment is certified (see paragraph 1668) and the outside package is marked as prescribed in paragraph 1602.

1602. *Marking.*—Each outside package or case must be plainly marked 'Small-arms Ammunition.'

1603. *Car.*—Small-arms ammunition may be shipped in any box car which is in good condition, without the placard prescribed by paragraph 1663.

Ammunition for Cannon.

1604. *Packing.*—Ammunition for cannon must be well packed and properly secured in strong boxes provided with cleats or handles.

1605. *Marking.*—Each outside package must be plainly marked 'Ammunition for Cannon—Explosive Projectiles' or 'Ammunition for Cannon—Empty Projectiles,' according as the projectiles, do, or do not, contain a bursting charge.

1606. *Car.*—A car containing ammunition for cannon with explosive projectiles must be certified and placarded as prescribed by paragraphs 1661 and 1666. This is not required when projectiles are empty, but in this case cars must be protected by 'Inflammable' placard, as prescribed by paragraph 1663.

Explosive Projectiles.

1607. *Packing.*—Explosive projectiles must be packed in strong boxes, and each projectile must be properly secured. When the gross weight does not exceed 150 pounds the box must be provided with cleats or handles.

1608. *Weight.*—The gross weight of a box containing more than one projectile must not exceed 150 pounds.

1609. *Marking.*—Each exterior package must be plainly marked 'Explosive Projectile' or 'Empty Projectile.' No restrictions other than proper marking are necessary for the shipment of empty projectiles.

1610. *Car.*—For explosive projectiles in any quantity the car must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Blasting Caps.

1611. *Packing.*—Blasting caps contain such a sensitive and dangerous explosive that very efficient packing is necessary.

Blasting caps must be packed in strong tin receptacles in which they must fit snugly, and the caps must be closed securely by teats projecting from a plate of suitable elastic material placed inside the box and over the caps. Not more than 100 blasting caps must be packed in a single tin box. All separate tin boxes must then be packed snugly in paper or pasteboard cartons, and these must be packed in an inside box made of sound lumber not less than three-eighths of an inch in thickness (except in cases where it is made of hardwood with re-inforced corners, and the lid securely fastened down with at least four strong wires bound around the box, in which case the lumber must not be less than three-sixteenths of an inch in thickness). This inside wooden box must then be packed in an outside box made of sound lumber not less than one inch in thickness and free from loose knots and cracks. Tightly packed sawdust or excelsior, at least one inch thick at all points, must separate the inside from the outside wooden box. More than 20,000 blasting caps must not be placed in one outside package.

If the outside box is to contain not more than 5,000 caps, the inside box may be omitted, and the outside box may be made of half inch lumber; but in this case the tin boxes in pasteboard cartons must be separated from the outside box at all points by at least one inch of tightly packed sawdust or excelsior. One tin box containing not more than 100 caps may be packed with safety fuze. (Paragraph 1648.)

Electric blasting caps must be packed in pasteboard cartons containing not more than 50 caps each. These cartons must be packed in a wooden box made of lumber not less than half inch in thickness.

All boxes containing more than 5,000 blasting caps or weighing more than 50 pounds, gross weight, must be provided with cleats and handles, and all lids must be securely fastened.

1612. *Weight.*—The gross weight of an outside package containing blasting caps or electric blasting caps must not exceed 150 pounds.

1613. *Marking.*—Each outside package must be plainly marked 'Blasting Caps—Handle Carefully' or 'Electric Blasting Caps—Handle Carefully.' In addition each box must bear the marking 'Do not store or load with any high explosive.'

1614. *Car.*—Certificate and placard as prescribed by paragraphs 1661 and 1666 are required for shipments of blasting caps in any quantity, except that a shipment of not more than 100 blasting caps may be transported in a box car in good condition without car certificate or placard.

Detonating Fuzes.

1615. *Packing.*—Detonating fuzes must be packed in strong tight boxes, provided with cleats or handles, and each fuze must be well secured.

1616. *Weight.*—The gross weight of one outside package must not exceed 150 pounds.

1617. *Marking.*—Each outside package must be plainly marked 'Detonating Fuzes—Handle Carefully.'

1618. *Car.*—A car containing detonating fuzes in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Primers, Percussion and Time Fuzes.

1619. *Packing.*—Primers, percussion and time fuzes must be packed in strong, tight boxes, with special provision for securing individual packages of primers and fuzes against movement in the box.

Small-arms primers, containing anvils, must be packed after December 31, 1909, in cellular packages with partitions separating the layers and columns of primers, so that the explosion of a portion of the primers in the completed shipping package will not cause the explosion of all of the primers.

Percussion caps may be packed in metal or other boxes containing not more than 500 caps, but the construction of the cap, and the kind and quantity of explosives in each, must be such that the explosion of a part of the caps in the completed shipping package will not cause the explosion of all of the caps.

Small-arms primers and percussion caps may form a part of the gross weight of 75 pounds of small-arms ammunition that may be packed with other articles as authorized by paragraph 1601.

1620. *Weight.*—The gross weight of one outside package must not exceed 150 pounds.

1621. *Marking.*—Each outside box must be plainly marked 'Small-arms Primers—Handle Carefully' or 'Percussion Caps—Handle Carefully' or 'Cannon Primers—Handle Carefully,' or 'Combination Percussion—Handle Carefully.' or 'Percussion Fuzes—Handle Carefully,' or 'Combination Fuzes—Handle Carefully,' &c.

1622. *Car.*—Primers, percussion and time fuses may be shipped in a box car which is in good condition, without the placard prescribed by paragraph 1663.

Group 7.—Fireworks.

Common Fireworks.

1641. *Packing.*—Common fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must be securely packed in strong, tight, spark-proof boxes.

1642. *Marking.*—Each outside package must be plainly marked 'Common Fireworks—Keep Fire Away.'

1643. *Car.*—Common fireworks may be shipped in a box car which is in good condition (paragraph 1663), but they must not be loaded in the same car with explosives or with inflammable articles (paragraph 1680).

A car containing any quantity of common fireworks must be protected by the 'Inflammable' placard. (See paragraph 1663.)

Special Fireworks.

1644. *Packing.*—Special fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must not contain a blasting cap or detonator. (See paragraph 1501 *f.*) They must be securely packed in strong, tight, spark-proof boxes, that comply with general rules *D, E* and *F,* provided with cleats or handles.

1645. *Weight.*—The gross weight of one outside package containing special fireworks must not exceed 200 pounds.

1646. *Marking.*—Each outside package, if it contains special or a mixture of common and special fireworks, must be plainly marked 'Special Fireworks—Handle Carefully—Keep Fire Away.'

1647. *Car.*—Special fireworks may be shipped in any box car which is in good condition (paragraph 1663), but they must not be loaded in the same car with explosives or inflammable articles (paragraph 1680). A car containing any quantity of special or other fireworks must be protected by the 'Inflammable' placard (see paragraph 1663).

Safety Fuze and Safety Squibs.

1648. Safety fuze and safety squibs, when properly boxed or packed in barrels, may be accepted for shipment and loaded in any car with any other kind of an explosive or inflammable substance, or with other freight. If blasting caps are packed with safety fuze the outside package must be marked as prescribed by paragraph 1613. (See paragraph 1611.)

Section 111.—Selection and Preparation of Cars.

1661. The safe transportation of explosives depends very largely upon the kind and condition of the car in which they are loaded.

For the transportation of—

Black or brown powder,
High explosives,
Smokeless powder for small arms,
Fulminates,
Blasting caps,
Electric blasting caps,
Ammunition for cannon—explosive projectiles,
Explosive projectiles, or
Detonating fuzes,

only certified and placarded box cars may be used. (See paragraphs 1662 and 1666.)

1662. Certified cars must be inspected inside and outside, and must conform to the following specifications:—

(*a*) Not less than 60,000 pounds capacity. Steel underframe box cars or other cars with friction draft gear, should be used when available. On narrow-gauge and other railroads, all of whose freight cars are of less than 60,000 pounds capacity, explosives may be transported in cars of less than that capacity, provided the cars of greatest capacity and strength are used for this purpose.

(*b*) Must be equipped with air-brakes and hand-brakes in condition for service.

(*c*) Must have no loose boards or cracks in the roof, sides, or ends.

(*d*) The doors must shut so closely that no sparks can get in at the joints, and, when necessary, they must be stripped. The stripping for flush doors should be on the inside and nailed to the door frame, where it will form a shoulder against which the closed door is pressed. The opening under the doors should be similarly closed.

(*e*) The journal boxes and trucks must be carefully examined and put in such condition as to reduce to a minimum the danger of hot boxes or other failure necessitating the setting off of the car before reaching destination. The lids or covers of journal boxes must be in place.

(*f*) The car must be carefully swept out before it is loaded. Holes in the floor or lining must be repaired, and special care taken to have no projecting nails or bolts or exposed pieces of metal which may work loose, or produce holes in packages of explosives during transit.

(*g*) When the car is to be fully loaded with explosives, or when explosives are loaded over exposed draft bolts or king-bolts, these bolts must have short pieces of solid, sound wood (2-inch plank) spiked to the floor over them to prevent possibility of their wearing into the packages of explosives.

(*h*) The roof of the car must be carefully inspected from the outside for decayed spots, especially under or near the running board, and such spots must be covered to prevent their holding fire from sparks. A car with a roof generally decayed, even if tight, must not be used.

(*i*) When explosives are to be carried in a 'way car' one should be selected with flush doors in good condition, or with doors fitting so tightly that stripping will not be necessary.

(*k*) The carrier must have car examined to see that it is properly prepared, and must have a 'car certificate' signed in triplicate upon the prescribed form (paragraph 1665) before permitting the car to be loaded.

(*l*) Cars not in proper condition, as above specified, must not be furnished to the shipper, or used for the transportation of explosives.

1663. Carload or less than carload lots of:—

Small-arms ammunition,
Primers,
Percussion fuses,
Time or combination fuses,
Ammunition for cannon—empty projectiles,
Smokeless powder for cannon, or
Fireworks,

may be loaded in any box car which is in good condition, into which sparks cannot enter, and whose roof is not in danger of taking fire through unprotected decayed wood. These cars may be used without being certified and placarded as prescribed by paragraphs 1661 and 1666; but cars containing—

Ammunition for cannon—empty projectiles,
Smokeless powder for cannon, or
Fireworks,

must be protected by the 'Inflammable' placard (see paragraph 1868), and the doors must be stripped when necessary.

PLACARDING OF CARS AND CERTIFICATION OF CONTENTS.

1664. Uniform practice is important, and the prescribed forms of car certificates and placards must be used.

1665. *Car Certificate.*—The following certificate (prescribed by paragraph 1662k), printed on strong tagboard measuring 7 by 7 inches, must be duly executed in triplicate by the carrier, and by the shipper if he loads the shipments. The original must be filed by the carrier at the forwarding station, and the other two must be attached to the outside of the car doors, one on each side, the lower edge of the certificate 4½ feet above the floor level.

CAR CERTIFICATE.

No. 1. . . . . Station,

. . . . .19. . . .

I hereby certify that I have this day personally examined. . . . . Car No. . . . ., and that the roof and sides have no loose boards, holes or cracks, or unprotected decayed spots liable to hold sparks and start a fire; that the king-bolts or draft-bolts are properly protected, and that there are no uncovered irons or nails projecting from the floor or sides of the car which might injure packages or explosives; also, that the floor is in good condition and has this day been cleanly swept before the car was loaded; that I have examined all the axle boxes, and that they are properly covered, packed, and oiled, and that the air brakes and hand brakes are in good condition for service.

. . . .

No. 2. . . . . Station,

. . . . .19. . . .

I hereby certify that I have this day personally examined the above car, that the floor is in good condition and has been cleanly swept, and that the roof and sides have no loose boards, holes, cracks, or unprotected decayed spots liable to hold sparks and start a fire; that the king-bolts and draft-bolts are protected, and that there are no uncovered irons or nails projecting from the floor or sides of the car which might injure packages of explosives; that the explosives in this car have been loaded and stayed, and that the car has been placarded according to paragraphs 1661, 1666 and 1674 to 1683, inclusive, of the regulations for the carriage of explosives prescribed by the Board of Railway Commissioners for Canada; that the doors fit so tightly or have been stripped so that sparks cannot get in at the joints or bottom.

. . . .

. . . .

NOTE.—Both certificates must be signed: certificate No. 1 by the representative of the carrier. For all shipments loaded by the shipper, he, or his authorized agent, and the representative of the carrier, must sign certificate No. 2. When the car is not loaded by shipper certificate No. 2 must be signed only by the representative of the carrier. A shipper should decline to use a car not in proper condition.

1666. *Placard.*—Each car containing any of the explosives specified in paragraph 1661, and in any quantities, must be protected by attaching to the outside of the car on both sides and ends, the lower edge 4½ feet above the car floor, a standard placard 12 by 14 inches, on which will appear in conspicuous red and black printing, on strong tagboard, the following notice:—

EXPLOSIVES

(To be printed in red).

HANDLE CAREFULLY.

KEEP FIRE AWAY.

(To be printed in red).

. . . . Station, ...19. . . .

CONDENSED RULES FOR HANDLING THIS CAR.

1. This car must not be placed in a passenger or mixed train.

2. Cars containing explosives must be near the centre of train and may be together if desired; must be at least fifteen cars from engine and ten cars from caboose, when length of train will permit.

3. Cars containing explosives must be placed between box cars which are not loaded with inflammable articles, charcoal, cotton, acid, lumber, iron, pipe, or other articles liable to break through end of car from rough handling.

4. A steel underframe car containing explosives may be placed between steel hopper cars in train.

5. The air and hand brakes on this car must be in service.

6. In shifting have a car between this car and engine whenever possible, and do not cut this car off while in motion.

7. Avoid all shocks to this car and couple carefully.

8. Avoid placing it near a possible source of fire.

9. Engines on parallel track must not be allowed to stand opposite or near this car when it can be avoided.

1667. A car containing any of the explosives (as prescribed in paragraph 1661), must not be permitted to leave a station or siding without having the certificates and placard prescribed in paragraphs 1665 and 1666 securely and properly affixed.

1668. *Shippers' Certificate.*—Before any package containing one or more of the following articles:—

> Black or brown powder, high explosives, smokeless powder for cannon, smokeless powder for small arms, small-arms ammunition, fulminates, ammunition for cannon—explosive projectiles, ammunition for cannon—empty projectiles, explosive projectiles, empty projectiles, detonating fuses, blasting caps, electric blasting caps, primers (naming kind), percussion fuses, time or combination fuses, common or special fireworks, safety fuse, or safety squibs,

can be accepted, the shipper must prepare and deliver to the carrier a shipping order on which each article is entered under its proper name, as specified in this paragraph; and over the signature of shipper or his duly authorized agent, must be printed, written, or stamped, and made part of the shipping order, the following certificate:—

This is to certify that the above articles are properly described by name, and are packed and marked and are in proper condition for transportation, according to the regulations prescribed by the Board of Railway Commissioners for Canada.

The carrier must see that the shipment is properly described, and that the correct gross weight is given on the revenue way-bill. The carrier must also cause to be written or stamped on the face of the card and revenue way-bill: 'Shippers' Certificate on File with Initial Carrier.'

The card way-bill, for a car containing any quantity of the explosives named in paragraph 1661, must also have plainly stamped across the top the word 'Explosives.'

1669. The carrier must see that the shipping order for explosives is kept at stations where the shipments originate on a separate file, together with all original car certificates that pertain to that station. The duplicate and triplicate car certificates taken from cars unloaded at any station may be destroyed if there are no violations of these regulations to report. (See paragraph *G*, general rules.)

SHIPMENTS FROM CONNECTING LINES.

1670. Cars containing explosives as specified in paragraph 1661 which are offered by connecting lines must be carefully inspected, without unnecessary disturbance of lading, by the receiving railway company to see that these regulations have been complied with, and the car must not be forwarded until all discovered violations are corrected.

Shipments of explosives offered by connecting steamship lines must comply with these regulations, and revenue way-bill must bear the indorsements prescribed by paragraph 1668.

HANDLING OF EXPLOSIVES.

1671. In handling packages of explosives at stations and in cars the greatest care must be taken to prevent their falling or getting shocks. They must not be thrown, dropped, nor rolled.

1672. The carrier must choose careful men to handle explosives, see that the platform and the feet of the men are as free as possible from grit, and must take all possible precautions against fire. Unauthorized persons must not be allowed to have access to explosives at any time while they are in the custody of the carrier. Suitable provision must be made, outside of the station, when practicable, for the safe storage of explosives, and every effort possible must be made to reduce the time of this storage. Prompt removal by consignee must be enforced, to avoid unnecessary danger.

1673. Shipments of high explosives and powder should not be unloaded at a non-agency station unless the consignee is there to receive them, or unless satisfactory storage facilities are provided at that point for their protection.

LOADING IN CAR.

1674. Boxes of explosives when loaded in the car must rest on their bottoms. A car must not contain more than 70,000 pounds gross weight of explosives. This limit does not apply to shipments of ammunition.

1675. Explosives packed in round kegs, except when boxed, must be loaded on their side with heads towards ends of the car; and they must not be placed in the space opposite the doors unless the doorways are boarded on the inside as high as the lading.

Large casks, barrels, or drums may be loaded on their sides or ends as will best suit the conditions.

1676. Packages containing any of the explosives for the transportation of which a certified and placarded car is prescribed (paragraph 1661) must be stayed (blocked and braced) by whoever loads the car, to prevent change of position by the ordinary shocks incident to transportation. Special care must be used to prevent them from falling to the floor, or from having anything fall on them during transit. To prevent delays to way-freight trains, when there is more than one shipment of explosives loaded in a 'peddle' or 'way car,' each shipment should be stayed separately. If the staying is broken down to unload a shipment of explosives, the remaining packages must be restayed.

1677. Detonating fuzes or blasting caps, or electric blasting caps, must not be loaded in a car or stored with high explosives of any kind, including explosive projectiles, nor with wet nitro-cellulose, nor with smokeless powder for small arms.

1678. Fulminate in bulk must not be loaded with any explosive or inflammable article.

1679. When necessary, detonating fuzes may be assembled in explosive projectiles shipped by the Dominion government.

1680. Fireworks must not be loaded in the same car with any other explosive or inflammable substance, except small-arms ammunition, primers, percussion fuzes, time or combination fuzes, safety fuze and safety squibs.

1682. Inflammable substances, acids, matches, fireworks, drugs, chemicals, and cylinders containing compressed gases in liquid or gaseous state, whether protected by labels or not, must not be placed in a car containing explosives (except small-arms ammunition, primers, percussion fuzes, time or combination fuzes, safety fuze and safety squibs); nor must explosives be stored on railway property near these articles.

When practicable, certain and separate days should be assigned for receiving from shippers less than carload lots of explosives.

1683. In a car containing explosives all packages of other freight must be so loaded and stayed as to prevent all injury of packages of explosives during transit. When it is possible, explosives should be loaded so as to avoid transfer stations.

At stations where it is necessary to handle explosives at night it is recommended that incandescent electric lights be provided.

HANDLING CARS CONTAINING EXPLOSIVES.

1684. Cars containing explosives must not be hauled in a passenger or mixed train. The phrase 'cars containing explosives' as used in this and subsequent paragraphs, excepting paragraph 1697, refers to the explosives specified in paragraph 1661.

1685. *Expediting Shipments of Explosives.*—Every possible effort must be made to expedite the movement of cars containing explosives.

1686. *In Through Road Trains.*—Cars containing explosives must be placed near the centre of the train, and two or more such cars may be placed together if desired. They must be at least fifteen (15) cars from the engine and ten (10) cars from the caboose when length of train will permit.

Such cars must be placed between box cars which are not loaded with inflammable articles, charcoal, cotton, acid, lumber, iron, pipe, or other articles liable to break through end of car from rough handling.

When explosives are loaded in steel underframe cars, such cars may be placed in train between steel hopper cars. All cars containing explosives must have air and hand brakes in service.

1687. *In Shifting and Local Freight Trains.*—Cars containing explosives must be coupled in the air service and placed as near the centre of the train as possible.

1688. *Handling in Yards.*—When handling cars containing explosives in yards or on sidings, they must, unless it is practically impossible, be coupled to the engine protected by a car between, and they must never be cut off while in motion.

They must be coupled carefully and all unnecessary shocks must be avoided. Other cars must not be allowed to strike a car containing explosives. They must be so placed in yards or on sidings that they will be subject to as little handling as possible, removed from all danger of fire, and, when avoidable, engines on parallel tracks must not be allowed to stand opposite or near them.

1689. Under no circumstances must a car known to require the 'Explosive placard' be taken from a station, including transfer stations, or a siding, unless it is properly carded as per paragraphs 1661 and 1666, nor unless the car is in proper condition.

1690. When a car containing explosives is in a train, the carrier must make a proper provision for notifying its train and engine employees of the presence and location of such car in the train before it leaves the initial station.

1691. Such cars must be frequently inspected to see that the carding is intact. Whenever any of these cards become detached or lost in transit they must be replaced on arrival at the next division terminal yard.

1692. Unless otherwise arranged for, when a car containing explosives is to be transferred, unloaded, or stored for any purpose, at a given junction, station, or yard, the carrier must provide for due notice to such station, by wire, of the probable time of arrival and the number of cars (not car numbers), in order that proper provision may be made at that point for handling the same.

1693. At points where trains stop, cars containing explosives and adjacent cars must be examined to see if they are in good condition and free from hot boxes or other defects liable to cause damage. If cars containing explosives are set out short of destination for any cause, the carrier must arrange that proper notice be given to prevent accident.

1694. Whenever a car containing explosives is opened for any purpose, inspection must be made of the packages of explosives to see that they are properly stayed and in good condition, and that no box of dynamite is standing on its end or side. Upon the discovery of leaking dynamite or loose powder the defective packages must be carefully removed to a safe place. Loose powder or other explosives must be swept up and carefully removed. If the floor is wet with nitroglycerin, the car is unsafe to use, and the proper official should be immediately called to superintend the thorough mopping and washing of the floor with a warm, saturated solution of concentrated lye or sodium carbonate. If necessary, the car must be placed on an isolated siding and proper notice given. (See paragraphs 1534 and 1535.)

1695. The certificates and placards prescribed in paragraphs 1665 and 1666 must be removed from the car as soon as the explosives are unloaded.

1696. Carriers must see that all shippers of explosives in their territory are furnished with copies of these regulations.

IN CASE OF A WRECK.

1697. In case of a wreck involving a car containing explosives, the first and most important precaution is to prevent fire. Although most of the group, 'high explosives' may burn in small quantities quietly and without causing a disastrous explosion, yet everything possible must be done to keep fire away. Before beginning to clear a wreck in which a car containing explosives is involved, all unbroken packages should be removed to a place of safety, and as much of the broken packages as possible gathered up and likewise removed, and the rest saturated with water. Many explosives are readily fired by a blow, or by the spark produced when two pieces of metal or a piece of metal and a stone come violently together. In clearing a wreck, therefore, care must be taken not to strike fire with tools, and in using the crane or locomotive to tear the wreckage to pieces the possibility of producing sparks must be considered. With most explosives thorough wetting with water practically removes all danger of explosion by spark or blow; but with the dynamites, wetting does not make them safe from blows. With all explosives, mixing with wet earth renders them safer from either fire, spark or blow. In case 'fulminate' has been scattered by a wreck, after the wreck has been cleared the top surface of the ground should be removed, and, after saturating the area with oil, replaced by fresh earth. If this is not done, when the ground and fulminate become dry, small explosions may occur when the mixed material is trodden on or struck.

1868. A white placard, of diamond shape, printed on strong tagboard, measuring 15 inches on each diagonal, and bearing in red and black letters the following inscription: 'Inflammable—Keep Lights and Fires Away—Handle Carefully,' must be placed on each outside end and side of a car containing any quantity of smokeless powder for cannon, or ammunition for cannon with empty projectiles, or fireworks.

EXCEPTION.

Provided that explosives packed in conformity with the laws of the United Kingdom of Great Britain and Ireland relating thereto, and handled, loaded and carried by routes entirely within Canada, in accordance with the regulations herein prescribed, may be carried from the port of importation to the destination in Canada, or through Canada for furtherance to a foreign country other than the United States of America; or from the Canadian destinations aforesaid, or from the place of manufacture in Canada, for export in either case to a foreign country other than the United States of America.

And it is further ordered that the regulations herein prescribed, except as otherwise indicated therein, shall come into force not later than the first day of November, 1909.

(Signed.) D'ARCY SCOTT,
Asst. Chief Commissioner,
Board of Railway Commissioners for Canada.

EQUIPMENT OF VANS WITH COUPLER-OPERATING LEVERS, AIR-GAUGES, AND AIR-CONTROLLING VALVES.

The question of equipment of freight vans with coupler-operating levers and of cupolas of cabooses with air-gauges and air-controlling valves was considered at Ottawa, on September 14, 1909, and after hearing counsel for some of the railway compaines the following order was made:—

Upon the report and recommendation of an inspector of the Board; and upon the hearing of counsel for the Grand Trunk, the Canadian Pacific, the New York Central, the Michigan Central, and the Boston and Maine Railway Companies, and what was alleged at the hearing—

It is ordered that the railway companies subject to the legislative authority of the Parliament of Canada, operating railways by steam power, each equip before the first day of April, 1910, its freight vans with coupler-operating levers, and the cupolas of its cabooses with air-gauges and air-controlling valves.

And it is further ordered that every such railway company be liable to a penalty of a sum not exceeding twenty-five dollars for every failure to comply with the foregoing regulations within the time for their coming into force and thereafter.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

RULES FOR WIRES CROSSING RAILWAYS.

The Board has had under consideration for some time the promulgation of a general order providing for standard conditions and specifications for wire crossings. On March 27, 1907, certain standard conditions and specification for telephone crossings had been approved. This latter order is now superseded by order No. 8392, dated October 7, 1909, which makes provision as well for all wire crossings including high tension wires. The following are the conditions and specifications:—

RULES FOR WIRES CROSSING RAILWAYS.

Notice to Applicants.—Send to the Secretary of the Board with the application, three copies of a drawing containing plan and *profile views of the crossing.* Also send proof that the railway company has been served with a copy of the application and drawing.

Make the drawing show:—

(*a*) The location of the poles or towers, or the location of the underground conduit in relation to the track; the dimensions of poles or towers; and the material or materials of which they are made.

(*b*) The proposed number of wires or cables, the distances between them and the track, and the method of attaching the conductors to the insulators.

(*c*) The location of all other wires to be crossed, and their supports.

(*d*) The maximum potential, in volts, between wires, the potential between the wires and the ground, and the maximum current, in amperes, to be transmitted.

(*e*) The kinds and sizes of wires or conductors to be used at the crossing.

(*f*) On circuits of 10,000 volts, or over, the method of protecting the conductors from arcs at the insulators.

(*g*) The number of insulators supporting the conductors at the crossing. (See also 'j' in specifications.)

N.B.—Place a distinguishing name, number, date and signature upon the drawing. Mark the exact location of the proposed crossing upon the drawing, so that this crossing can readily be identified.

'A.'

STANDARD CONDITIONS AND SPECIFICATIONS FOR WIRE CROSSINGS.

(Adopted and confirmed by Order of the Board No. 8392, dated October 7, 1909.)

PART I.—OVER-CROSSINGS.

Conditions.

1. The applicant shall, at its or his own expense, erect and place the lines, wires, cables, or conductors authorized to be constructed across the said railway, and shall at all times, at its own expense, maintain the same in good order and condition and at the height shown on the drawing, and in accordance with the specifications hereinafter set forth, so that at no time shall any damage be caused to the company owning, operating, or using the said railway, or to any person lawfully upon or using the same, and shall use all necessary and proper means to prevent any such lines, wires, cables, or conductors from sagging below the said height.

2. The applicant shall at all times wholly indemnify the company owning, operating, or using the said railway, of, from, and against all loss, cost, damage, and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any of the said wires or cables or any works or appliances herein provided for not being erected in all respects in compliance with the terms and provisions of this order, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of the employees or agents of the applicant.

3. No work shall at any time be done under the authority of this order in such a manner as to obstruct, delay, or in any way interfere with the operation or safety of the trains or traffic of the said railway.

4. Where, in effecting any such crossing, it is necessary to erect poles between the tracks of the railway, the applicant, before any work in connection with such crossing it begun, shall give the railway company owning, operating, or using the said railway, at least seventy-two hours' prior notice thereof in writing, and the said railway company shall be entitled to appoint an inspector, under whose supervision such work shall be done, and whose wages, at a rate not to exceed three dollars per day, shall be paid by the applicant. When the applicant is a municipality and the crossing is on a highway under its jurisdiction, the wages of the inspector shall be paid by the railway company.

4*a*. It shall not, however, be necessary for the applicant to give prior notice in writing to the railway company as above provided in regard to necessary work to be done in connection with the repair or maintenance of the crossing, when such work becomes necessary through an unforeseen emergency.

5. Where wires or cables to be erected across the railway are to be carried above, below, or parallel with existing wires, at the crossing, either within the span to be constructed, across the railway or within the span next thereto on either side, such additional precautions shall be taken by the applicant as an engineer of the Board shall consider necessary.

6. Nothing in these conditions shall prejudice or detract from the right of the company owning, operating, or using the railway to adopt at any time the use of electric or other motive power, and to place and maintain over, upon, or under its right-

of-way, such poles, lines, wires, cables, pipes, conduits, and other fixtures and appliances as may be necessary or proper for such purpose. Liability for the cost of any removal, change in location or construction of the poles, lines, wires, cables, or other fixtures or appliances erected by the applicant over or under the tracks of the said railway company, rendered necessary by any of the matters referred to in this paragraph shall be fixed by the Board on the application of any party interested.

7. Any disputes arising between the applicant and the said railway company as to the manner in which the said wires or cables are being erected, placed, maintained, used, or repaired, shall be referred to an engineer of the Board, whose decision shall be final.

8. The wires or cables of the applicant shall be erected, placed and maintained across the said railway in accordance with the drawing approved by the Board and the specification following. If the drawing and specifications differ, the latter shall govern unless a specific statement to the contrary appears in the order of the Board.

9. In every case in which the line of a railway company shall be constructed under the wires or cables of a telegraph or telephone company, the construction of the telegraph or telephone company shall be made to conform to the foregoing specifications, and any changes necessary to make it so conform shall be made by the telegraph or telephone company at the cost and expense of the railway company.

OVER-CROSSINGS.

Specifications.

A. *Labelling of Poles.*—Poles, towers, or other wire-supporting structures on each side of and adjacent to railway crossings, to be equipped with durable labels showing (a) the name of the company or individual owning or maintaining them, and (b) the maximum voltage between conductors; the characters upon the labels to be easily distinguished from the ground.

B. *Separate Lines.*—Two or more separate lines for the transmission of electrical energy shall not be erected or maintained in the same vertical plane. The word 'lines,' as here used, to mean the combination of conductors and the latter's supporting poles, or towers, and fittings.

C. *Location of Poles, &c.*—Poles, towers, or other wire-supporting structures to be located wherever possible a distance from the rail not less than equal to the length of the poles or structures used. Poles, towers, or other wire-supporting structures must under no consideration be placed less than 12 feet from the rail of a main line, or less than 6 feet from the rail of a siding. At loading sidings, sufficient space to be left for driveway.

D. *Setting and Strength of Poles.*—Poles less than 50 feet in length to be set not less than 6 feet and poles over 50 feet not less than 7 feet in solid ground. Poles with side strains to be reinforced with braces and guy wires. Poles to be at least 7 inches in diameter at the top. Mountain cedar poles to be at least 8 inches at the top. In soft ground poles must be set so as to obtain the same amount of rigidity as would be obtained by the above specifications for setting poles in solid ground. When the crossing is located in a section of the country where grass or other fires might burn them, wooden poles to be covered with a layer of some satisfactory fire-resisting material, such as concrete at least two inches thick, extending from the butt of the pole for a distance of at least 5 feet above the level of the ground. Wooden structures to have a safety factor of five.

E. *Setting and Strength of Other Structures.*—Towers or other structures to be firmly set upon stone, metal, concrete, or pile footings or foundations. Metal and concrete structures to have a safety factor of four.

F. *Length of Span.*—Span must be as short as possible consistent with the rules of setting and locating of poles and towers.

G. *Fittings of Wooden Poles for Telegraph, Telephone, or Low Tension Lines.*—The poles at each side of a railway must be fitted with double cross-arms, dimensions not less than 3 inches by 4 inches, each equipped with 1¼ inch hardwood pins nailed in arms or some stronger support and with suitable insulators; cross-arms to be securely fastened to the pole in a gain by not less than a ⅝-inch machine bolt through the pole; arms carrying more than two wires or carrying a cable must be braced by two stiff iron or substantial wood braces fastened to the arms by ⅜-inch or larger carriage bolts, and to the pole by a ⅜-inch or larger bolt.

H. *Fittings of all Poles, Towers, or other Structures.*—All wire-supporting structures to be equipped with fittings satisfactory to an engineer of the Board.

I. *Guards.*—Where cross-arms are used, an iron hook guard to be placed on the ends of and securely bolted to each. The hooks shall be so placed as to engage the wire in the event of the latter's detachment from the insulators.

J. *Insulators.*—All wires or conductors for the transmission of electrical energy across a railway to be supported by and securely attached to suitable insulators.

Wires or conductors in 10,000-volt (or higher) circuits, to be supported by insulators capable of withstanding tests of two and one-half times the maximum voltage to be employed under operating conditions. An affidavit describing the tests to which the insulators have been subjected and the apparatus employed in the tests shall be supplied by the applicant. The tests upon which reports are required are as follows:—

Ja. Puncture Test.—The insulators having been immersed in water for a period of 7 days, immediately preceding and ending at the time of the test, to be subjected for a period of five minutes to a potenial of two and one-half (2·5) times the maximum potential of the line upon which they are to be installed.

Jb. Flash-over Test.—State the potential that was employed to cause arcing or flashing across the surface of the insulator between the conductor and the insulator's point of support when the surface was (1) dry, and (2) wet.

K. *Height of Wires.*—(*a*) Low tension conductors.—The lowest conductor must not be less than 25 feet from top of rail for spans up to 145 feet; 2½ feet additional clearance of rails or other wires must be given for every twenty feet or fraction thereof additional length of span. The words 'low tension,' as here used, to mean conductors for telegraph, telephone, and kindred signal work, as well as conductors connected with grounded secondary circuits of transformers.

K*b*. All primary conductors, ungrounded secondaries and railway feeders to be maintained at least 30 feet above the top of rail, except where special provisions are made for trolley wires.

K*c*. High tension conductors, those between which a potential of 10,000 volts or over is employed, to be maintained at least 35 feet above the top of rail.

L. *Clearances.*—Safe clearances between all conductors to be maintained at all times. The following distances to be provided wherever possible: at least 3 feet clearance between low tension wires; at least 5 feet between low tension wires, primaries, ungrounded secondaries, and railway feeders employing less than 10,000 volts; at least 10 feet between high tension wires and all other lines.

M. *Guy Wires.*—Guy wires at railway crossings to be at least as strong as 7 strand No. 16 Stub's or New British standard gauge galvanized steel wire, and to be clearly indicated as guy wire on the drawing accompanying the application. One or more strain insulators to be placed in all guy wires; the lowest strain insulator to be not less than 8 feet above the ground.

N. *Wires and other Conductors.*—(*a*) Where open telephone, telegraph, signal or kindred low tension wires are strung across a railway this stretch to consist of copper wire not less than No. 13 New British standard gauge, ·092 inch in diameter. Wire to be tied to insulators by a soft copper tie-wire, not less than 20 inches in length and of the same diameter as line wire.

Nb. Where No. 9 B.W.G. or larger, galvanized iron wire is employed in a circuit, and where there is no danger of deterioration from smoke or other gases, the use of this wire may be continued at the crossing.

Nc. Where a number of rubber covered wires are strung across a railway, they may be made up into a cable by being twisted on each other or sewn with marline, which must be tied every three inches, and the whole securely fastened to the poles by marline.

Nd. Wires or conductors for the transmission of electrical energy for purposes other than telegraph, telephone, or kindred low tension signal work, to be composed of at least 7 strands of material having a combined tensile strength equivalent to or greater than No. 4 Brown & Sharpe gauge hard drawn copper wire. These conductors to be maintained above law tension wires at the crossing, to be free from joints or splices, and to extend at least one full span of line beyond the poles or towers at each side of the railway.

Ne. Wires or conductors subjected to potentials of 10,000 volts or over, to be reinforced by clamps, servings, wrappings, or other protection at the insulators to the satisfaction of an engineer of the Board.

Nf. Conductors for other than low tension work to have a factor of safety of 2 when covered with ice or sleet to a depth of 1 inch and subjected to a wind pressure of 100 miles per hour.

O. *Positions of Wires.*—Wires or conductors of low potential to be erected and maintained *below* those of higher potential which may be attached to the same poles or towers.

P. *Trolley Wires.*—Trolley wires at railway crossings to be provided with a trolley guard so arranged as to keep the trolley wheel or other running, sliding or scraping device in electrical contact with them. The trolley wire, trolley guard, and their supports to be maintained at least 22 feet 6 inches above the top of the rails.

Q. *Cable.*—Cable to be carried on a suspension wire at least equivalent to 7 strands of No. 13 Stub's or New British standard gauge galvanized steel wire. When cross-arms are used, suspension wire to be attached to a ¾-inch iron or stronger hook, or when fastened to poles to a malleable iron or stronger messenger hanger bolted through the poles, the cable to be attached to the suspension wire by cable clips not more than 20 inches apart. Rubber insulated cables of less than ¾-inch in diameter may be carried on a suspension wire of not less than 7 strands of No. 16 Stub's or New British standard gauge galvanized steel wire. The word 'cable,' as here used, to mean a number of insulated conductors covered or bound together.

PART II.—UNDER-CROSSINGS.

Conditions.

1. The line or lines, wire or wires, shall be carried across the railway in accordance with the approved drawing, and a pipe or pipes, conduit or conduits, shall, for the whole width of the right-of-way adjoining the highway, be laid at the depth called for by, and shall be constructed and maintained in accordance with, the specifications hereinafter set forth.

2. All work in connection with the laying and maintaining of each pipe or conduit, and the continued supervision of the same, shall be performed by, and all costs and expenses thereby incurred be borne and paid by the applicant; but no work shall at any time be done in such manner as to obstruct, delay, or in any way interfere with the operation or safety of the trains, traffic, or other work on the said railway.

3. The applicant shall at all times maintain each pipe or conduit in good order and condition, so that at no time shall any damage be caused to the property of the railway company, or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use and enjoyment thereof by the said railway company be in any way interfered with.

4. Before any work of laying, removing, or repairing any pipe or conduit is begun, the applicant shall give to the railway company at least seventy-two hours prior notice thereof, in writing, accompanied by a plan and profile of the part of the railway to be affected, showing the proposed location of such pipe or conduit and works contemplated in connection therewith, and the said railway company shall be entitled to appoint an inspector to see that the applicant, in performing said work, complies, in all respects, with the terms and conditions of this order, and whose wages, at a rate not exceeding $3 per day, shall be paid by the applicant. When the applicant is a municipality and the crossing is on a highway under its jurisdiction the wages of the inspector shall be paid by the railway company.

4*a*. It shall not, however, be necessary for the applicant to give prior notice in writing to the railway company, as above provided, in regard to necessary work to be done in connection with the repair or maintenance of the crossing when such work becomes necessary through an unforeseen emergency.

5. The applicant shall, at all times, wholly indemnify the company owning, operating, or using the said railway of, from, and against all loss, costs, damage, and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any pipe or conduit, or any works or appliances herein, or in the order authorizing the work provided for, not being laid and constructed in all respects in compliance with the terms and provisions of these conditions, or if, when so constructed and laid, not being at all times maintained and kept in good order and condition and in accordance with the terms and provisions of said order, or any order or orders of the Board in relation thereto, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of any of the employees or agents of the applicant.

6. Nothing in these conditions shall prejudice or detract from the right of any company owning, or operating or using the said railway to adopt, at any times, the use of electric or other motive power, and to place and maintain upon, over and under the said right-of-way such poles, wires, pipes and other fixtures and appliances as may be necessary or proper for such purposes. Liability of the cost of any removal, change in location or construction of the pipes, conduits, wires, or cables constructed or laid by the applicant rendered necessary by any of the matters referred to in this paragraph, shall be fixed by the Board on the application of the party interested.

7. Any dispute arising between the applicant and the company owning, using, or operating said railway as to the manner in which any pipe or conduit, or any works or appliances herein provided for, are being laid, maintained, renewed, or repaired, shall be referred to the Engineer of the Board, whose decision shall be final and binding. Appendix 'C,' pago 199.

UNDER-CROSSINGS.

Specifications.

A.A. Conduit.—Vitrified clay, creosoted wood, metal pipe, or fibre conduit may be used.

B.B. Depth.—The excavation to be of sufficient depth to allow the top of the duct to be at least 3 feet below the bottom of the ties of the railway track.

C.C. Laying.—The conduit or duct to be laid on a base of 3 inches of concrete, mixed in proportion, 1 of cement, 3 of sand and 5 of broken stone or gravel. Where stone is used, such stone to be of a size that will permit of its passing through a 1-inch ring. After ducts are laid, the whole to be encased to a thickness of 3 inches on top and sides in concrete mixed in the same proportions as above.

Where the track is on an embankment a pipe may be driven through the latter.

D.D. Filling In.—The excavation must be filled in slowly and well tamped on top and side.

E.E. Guard.—The excavation must at all times be safely protected by the applicant.

Approved,

(Sgd.) J. P. MABEE,
Chief Commissioner.

October 7, 1909.

WEIGHING OF COAL AT PORT OF ENTRY.

This is a matter that first came up at Toronto on January 10, 1908, in connection with an application of the Retail Coal Dealers' Association, for an order under the provisions of section 26, chap. 37, dealing with the receiving of coal from shippers, the weighing of coal at the port of entry, the weighing of cars uncoupled, the weighing at the nearest scale to destination, the weighing as soon as unloaded, the collection of freight only on tonnage reaching destination, the monthly settlement of shortage, and some other matters enumerated in the application, and after a lengthy hearing stood adjourned until a sittings held in Ottawa on January 12, 1909. A further hearing was had in Toronto, on May 31, 1909, and the following order was issued on November 22, 1909.

Upon the hearing of evidence and counsel for the applicants and the railway companies, it is ordered as follows:—

1. In the event of the consignee of any car or cars of bituminous coal shipped from the United States for final delivery at a point in Ontario, desiring to have such car or cars weighed at the port of entry, he shall be at liberty to give a written notice to the local agent of the railway company receiving such car or cars at such port of entry for delivery or furtherance, that he wishes to have any or all the cars weighed, such notice to be given before the coal is received by such railway companies; and upon the receipt of such notice, it shall be the duty of the company to weigh, free of charge, at such port of entry, all cars covered by the notice.

2. Any consignee may give a general or continuing written notice that he wishes to have such cars consigned to him weighed as above provided.

3. For the purposes of such weighing at the port of entry, the cars to be weighed may remain coupled one to another in a train.

4. The weighing of coal at the port of entry, under the provisions of this order, shall be under the supervision and control of a government weighmaster, to be appointed or named by the Minister of Customs, whose duty it shall be to prepare in triplicate a certificate of the weight of the coal in each car weighed.

5. The government weighmaster shall deliver one of the originals of such certificate to the railway company, if desired; attach another to the weigh-bill, or send it by mail to the consignee; and preserve the third in his possession for further reference if required.

6. In case of dispute between the railway company and the consignee as to the weight of coal in cars weighed as hereinbefore provided, the certificate of the weight of such coal by the government weighmaster shall be binding upon the railway company.

7. It shall be the duty of the local agent of the railway company at such port of entry, to notify the government weighmaster of the probable hour of arrival from day to day of all cars of coal required to be weighed, in sufficient time to enable the said weighmaster to supervise and control the weighing of such coal without unduly delaying the said cars in transit.

8. If the railway company has established weigh scales at the point of destination of such coal, the company shall there weigh such car or cars as may be specified in a written notice delivered by the consignee to the agent of the railway company at such point of destination, within twenty-four hours after the arrival of the coal.

9. If the railway company has not established weigh scales at the point of destination of such coal, the company shall, at the weigh scale point nearest to such point of destination in the direct route, weigh such car or cars as may be specified in a written notice delivered by the consignee to the agent of the railway company at such point of destination, a reasonable time before such car or cars shall have reached the said weigh scale point.

10. For the services required to be performed by the railway company under clauses 8 and 9 hereof, the railway company may charge and collect from the consignee five cents for every ton of coal in the car, with a minimum of one dollar and a maximum of two dollars per carload; but no charge shall be made and no amount collected for such service, if the weight of the coal be more than 500 pounds less than the weight of the coal at the port of entry, or if, the coal not having been weighed at the port of entry, the weight be more than 500 pounds less than the weight shown by the weigh-bill to be in the car at the time of shipment, plus the weight of the car itself as shown by the tare.

11. On notice in writing that he wishes to have the empty car weighed being given by the consignee of any such coal to the agent at the point of destination of the railway company hauling the same to such point (if a weigh-scale point) within five hours from the unloading of any car containing such coal, the company shall weigh the car at such point, and for such service may charge and collect from the consignee one dollar per car; but no such charge shall be made and no amount be collected for such service if the actual weight of the car exceeds the tare marked on it by more than 500 pounds.

12. This order shall apply only to ports of entry and points of delivery in the province of Ontario.

13. Any person or company affected by this order may, after one year from the date hereof, apply to the Board to vary or rescind it.

And it is further ordered that the order of the Board, No. 7261, dated May 31, 1909, be, and it is hereby rescinded.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

For reason for the order see judgment of Assistant Chief Commissioner Scott in Appendix ' C.'

CAR DOORS FOR GRAIN AND OTHER CARS.

This matter originally came up for consideration upon the complaint of J. J. Denman, and others of the province of Alberta, complaining of unjust treatment afforded to them by the Canadian Northern and Canadian Pacific Railway Companies in compelling the complainants to furnish doors or boards for the interior of cars supplied to them for shipments of coal. The Grain Growers' Grain Association of Winnipeg also alleged long delay on the part of the railway companies in repayment to shippers of grain for lumber supplied for car doors. In connection with these complaints an order was made in the case of the Grain Growers' Grain Association on February 2, 1909, order 6188, directing that all railway companies subject to the jurisdiction of the Board in the provinces of Manitoba, Saskatchewan, and Alberta, furnish car doors to be used for traffic and that allowances should be made therefor, as therein set forth. Also an order in the Denman complaint, order 6701, dated

February 19, 1909, on similar terms. Subsequently a further hearing was had in Ottawa on November 16, 1909, and a draft order was prepared under direction of the Chief Commissioner and submitted to all the interested parties, and on December 10, 1909, order 8860 was issued finally dealing with the matter. The following is the order:—

Upon hearing the above complaints in the presence of counsel for the applicants, in so far as the former orders hereinafter referred to are concerned, as well as of counsel for the Canadian Pacific Railway Company, the Canadian Northern Railway Company, and the Grand Trunk Pacific Railway Company; and upon counsel representing that serious difficulty is likely to arise in connection with the operation of the orders in these matters, made on the 2nd day of February, 1909, and on the 19th day of February, 1909, in so far as they direct at the time of shipment payment to the shipper out of funds of the railway company in the hands of its agents, it is ordered:—

1. That the said orders of the 2nd day of February, 1909, and the 19th day of February, 1909, be, and the same are hereby rescinded.

2. It is further ordered that where shippers upon all or any railways subject to the jurisdiction of the parliament of Canada, are compelled to furnish car doors to enable cars to be used for traffic, allowance therefore to such shippers be made upon the following basis:—

(*a*) At and west of Fort William, lower car door, $1; upper car door, 50c.

(*b*) East of Fort William, upper or lower car door, each, 50c.

And that adjustment between the said shipper and the railway company shall be made by the agent of the railway company at or nearest to the point of shipment, by permitting the shipper to deduct from the freight charges, if any, payable by him upon the shipment in such car for which the said door or doors were so supplied, the amount of such bill upon the foregoing basis, the said shipper receipting the same for the amount so allowed and turning the account in to such agent as so much cash.

3. In the event of the shipper not prepaying the freight upon the shipment with reference to which such car door or doors are so furnished, then the railway company shall, within thirty days from the date of such shipment, reimburse to the shipper the sums payable upon the above basis for the door or doors so furnished by him.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL CONCURRENCE NOTICES TO COVER JOINT TARIFFS ISSUED BY CANADIAN RAILWAYS.

Considerable difficulty having been experienced with respect to certificates of concurrence in joint tariffs, the following general order was made on December 11, 1909.

Where a notice of concurrence in joint tariffs are not required by sections 335 and 336 of the Railway Act relating to international traffic, traffic from Canada through a foreign country into Canada, and from a foreign country through Canada into a foreign country;

And whereas the Railway Act, section 333, provides 'that where traffic is to pass over any continuous route *in Canada* operated by two or more companies, the several companies may agree upon a joint tariff for such continuous route, and the initial company shall file such joint tariff with the Board, and the other company or companies shall promptly notify the Board of its or their assent to and concurrence in such joint tariff—

It is ordered that the following form of certificate shall be used in notifying the Board of assent to and concurrence in a joint tariff, or in a supplement thereto, applicable between points in Canada, that has been published and filed by another company and to which the company giving assent and concurrence has been made a party, the certificate to be used for one schedule only, to be printed on paper eight inches wide by eleven inches long, and to be mailed to the Chief Traffic Officer of the Board:—

(Name of concurring company in full.)

. . . . Department.

No. C.C. (from 1 progressively). (Place and date.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

This is to certify that the (name of concurring company in full) assents to and concurs in the publication and filing of the joint tariff (or joint supplement) described below, and hereby makes itself a party thereto and bound thereby.

(Full title and C.R.C. No. of schedule concurred in.)

Date effective. . . . .

Issued by. . . . .(Company).

This certificate to be signed with the name and title of the official of the concurring company appointed by by-law of the company to prepare and issue tariffs, or by some person duly authorized to sign for him, such person to affix his name in full and his name and authority for the purposes of this order to be communicated to the Board.

And it is further ordered that in lieu of the individual certificate hereinbefore prescribed, the Board is prepared to receive a general certificate of concurrence in the following form, in all joint tariffs and supplements thereto, applicable between points in Canada, that have been published and filed by other companies named therein, and to which the company giving assent and concurrence has been made a party; the certificate to be mailed to the Chief Traffic Officer of the Board:—

(Name of concurring company in full.)

. . . . Department.

No. G.C. (from 1 progressively). (Place and date.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

This is to certify that the (name of concurring company in full) assents to and concurs in all joint tariffs and supplements thereto, that may hereafter published and filed by the (name of company in full) in which this company is named as a party thereto, in so far as such schedule contains rates which apply within Canada, to or via (not from) this company's points.

This certificate to be signed in person by the official of the concurring company appointed by by-law of the company to prepare and issue tariffs.

And it is further ordered:—

1. That the company which prepares and issues the joint tariff shall, against the name of each of the other concurring companies, show in small type the 'C.C.' or 'G.C.' number, as the case may be, of the certificate of concurrence of such company in such joint tariff.

2. That two copies of all certificates of concurrence shall be filed with the Board, one marked 'duplicate,' which will be stamped with the date of receipt by the Board and returned to the sender.

And it is further ordered:—

1. That under section 323 of the Railway Act, the only procedure in the case of objection to any joint tariff shall be by formal application by the objecting company to the Board for an order disallowing the said tariff.

2. That the circular *re* concurrence certificate issued by the Board on September 16, 1904, and February 16, 1905, are hereby rescinded.

3. That this order shall come into effect on February 1, 1910.

(Signed.) D'ARCY SCOTT,
Asst. Chief Commissioner,
Board of Railway Commissioners for Canada.

FLAG STATIONS.

Complaint regarding this matter was first made by the Winnipeg Jobbers' and Shippers' Association, which asked that the railway companies be ordered:—

1. Where the traffic warrants it, to erect a freight shed and appoint a permanent agent in charge of the business at that station.
2. Not to reduce any regular station with an agent in charge to flag station without an agent.
3. Not to close any regular or flag station without the approval of the Board.

The railway companies took exception to the jurisdiction of the Board to deal with these matters. Judgment upholding jurisdiction was given by the Chief Commissioner (for which judgment see Appendix 'G'), and the following order was made on January 6, 1910.

In the matter of the complaint of the Winnipeg Jobbers' and Shippers' Association, complaining of the unsatisfactory service rendered by railway companies in connection with shipments of freight to flag stations; and applying for an order directing the railway companies, where the traffic warrants, to appoint permanent agents to take charge of the business at such stations. (File 4205—871.)

Upon reading what has been alleged in support of the application and on behalf of the railway companies; and upon hearing the application at the sittings of the Board held in Winnipeg on February 4, 1909, in the presence of counsel for the complainants' association, the Winnipeg Board of Trade, the Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific Railway Companies, and what was alleged by counsel aforesaid, the evidence offered; and upon the report of the Chief Traffic Officer of the Board, it is ordered:—

1. That all railway companies subject to the jurisdiction of the Board, within six months from the date of this order, do construct and maintain, upon their lines of railway, in Manitoba, Saskatchewan and Alberta, at stations (other than regular agency stations) from or to which freight (L.C.L.) and passenger traffic is carried, suitable shelters or waiting room for the accommodation of freight and passengers, the said shelters to be provided with proper doors and windows and not to be below the standard of the plans and specifications attached, No. 1 ('A' or 'B,' as may be decided upon).

2. That appurtenant to the said shelters and at proper and convenient locations, shall be erected within the time aforesaid, proper and convenient platforms and approaches.

3. All freight traffic delivered to such points shall be placed in the said shelter, and the carrier shall not be relieved from liability under the release approved by order No. 6242, unless this direction is complied with.

4. That at all stations or shipping places upon the said lines of railway, from or to which the total freight and passenger earnings of the company for the last fiscal year, or where the average earnings for the last three fiscal years, amounts to not less than $15,000, of which $2,000 shall represent inward traffic, the said railway companies shall forthwith construct and equip suitable and proper stations, not to be below the standard of plans and specifications attached, No. 2, and shall likewise forthwith appoint and continue a permanent agent at such point or points.

5. That at all non-agency points where the business of the company consists solely or principally of grain shipments and the same amounts to at least 50,000 bushels for the previous year, temporary grain agents shall be appointed and continued during the grain shipping season, being from September 15 to December 31 in each year.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL REGULATIONS AFFECTING HIGHWAY CROSSINGS.

Regulations regarding farm crossings dealing with:—

1. The width of gates in fences inclosing the right-of-way;
2. The width of approaches over ditches to the railway tracks;
3. The width of filling by planks or other material between the rails;

have been considered and after a thorough investigation into the matter, the following order was issued, a copy of which was sent to the railway companies and to the secretaries of the various boards of trade throughout the Dominion and other interested parties.

It is declared that until further order of the Board, the following regulations for the future construction of farm crossings by railway companies, subject to the legislative authority of the Parliament of Canada, be, and they are hereby, adopted by the Board as 'Standard Regulations regarding Farm Crossings.'

1. *Gates.*—Farm crossing gates shall be of such a width as to give a clear space between the posts of not less than—

(*a*) *Sixteen feet* in the provinces of Manitoba, Saskatchewan, Alberta, and British Columbia.

(*b*) *Fifteen feet* in the province of Ontario.

(*c*) *Fourteen feet* in Quebec and the maritime provinces.

2. *Planking and Approaches to Crossing.*—The planking or other approved filling between the steel rails, and for a width of at least eight inches on the outer sides thereof, and the roadways between the gates and the track or tracks, shall each furnish a road surface of not less than:—

(*a*) *Fourteen feet* wide in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

(*b*) *Twelve feet* wide in the other provinces of the Dominion.

3. For any cut or fill up to five feet, the grade shall not be steeper than ten per cent; and for each foot, or fraction exceeding one-half foot, of cut or fill in excess of five feet, the percentage of grade shall (except where, and to the extent that, the slope of the ground makes it impossible) be decreased by one-half of one per cent until a depth or height or eleven feet is reached.

4. When a cut or fill at any farm crossing exceeds eleven feet, the matter shall be referred to the Board to decide as to the advisability of requiring the railway company to construct a bridge or under-crossing, unless the company, in consultation with the owner of the farm affected, voluntarily constructs a suitable bridge or under-crossing. The width of bridges and under-crossings to be the same as the width of the gates in the different provinces, and the height of under-crossings to be determined by the requirements in each case.

5. In special cases, it may, upon application, be ordered that any existing farm crossing be reconstructed to conform to the foregoing standards.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

COMPLAINT OF THE WESTERN ASSOCIATED PRESS.

This was an application made by the Western Associated Press of the city of Winnipeg, Man., in which an order was asked under section 323 and other sections of the Railway Act directing the Canadian Pacific Railway Telegraph Company and the Great Northwestern Telegraph Company of Canada to charge press rates for press matter, whether delivered to a newspaper or to the Western Associated Press, and further directing the Canadian Pacific Telegraph Company to carry telegraphic news supplied by other news gathering agencies at the same rate charged by the said telegraph company.

The complaint first came before the Board for consideration at a sitting held in Winnipeg on November 15, 1909. Judgment was delivered on January 1, 1910 (see appendix), and pursuant thereto an order was made refusing the application for an order directing the respondent companies to furnish to the applicants telegraphic matter at the tolls or rates established by them for delivery to and publication in one newspaper. The order further declared that the flat rate contracts to newspapers disclosed in the evidence were in violation of the tariff clauses of the Railway Act as applicable to telegraph companies, and were discriminatory and were therefore prohibited. Also that the tariffs of tolls covering all this class of telegraphic service be filed with the Board not later than February 1, 1910. The said tariff to be so framed as not to work discrimination against the applicant or any person or association engaged in like work.

Subsequently a declaratory order was issued on February 25, 1910, to the effect that the order of January 8, 1910, applied only to telegraphic matter delivered by the respondent companies at points west of and including Port Arthur, Ont., and that the tariffs of tolls required by the said order of January 8, 1910, to be filed with the Board are the tariffs for the said telegraphic matter.

On March 8, 1910, the following circular letter was forwarded to all the telegraph companies, to the Western Associated Press, Winnipeg, and to other interested parties:—

March 8, 1910,

File 12002, *re* Press Rates.

> Dear Sir,—The telegraph companies have filed tariffs pursuant to the order made in connection with the Western Press Association case, and the Board having been requested to grant all parties interested a hearing before these rates become effective, hereby fixes Monday, the 21st day of March, instant, at Ottawa, at 10 a.m., to hear all concerned in these rates.
>
> At the said time and place the eastern publishers will be required to show cause why the principle of the Board's judgment should not apply to eastern as well as to western points.
>
> As these tariffs require the affirmative approval of the Board before becoming effective, it is particularly desirable that all concerned be prepared to present all that can be said upon the matter.
>
> Yours truly,
>
> (Signed) A. D. CARTWRIGHT,
> Secretary, B. R. C.

In accordance with the above notice this matter was heard at a sitting in Ottawa on March 21, 1910, in the presence of counsel for the applicant and the telegraph companies interested, and an order was made (order 10010) directing the Canadian Pacific Railway Telegraph Company, the Great Northwestern Telegraph Company, and the Canadian Northern Railway Telegraph Company to file, not later than April 12, 1910, tariffs of tolls covering telegraphic service to newspapers, and that the said tariffs be so framed as not to work discrimination against the applicant or any person or association engaged in like work.

MONTREAL STREET RAILWAY CASE.

The construction placed by the Supreme Court upon subsection 'B' of section 8 of the Railway Act must be considered by Parliament if 'through traffic' upon railways that have not been declared to be for the general advantage of Canada is to be controlled through the medium of a federal tribunal.

The city of Montreal applied to the Board for redress of certain grievances alleged against the Montreal Park and Island Railway Company. This is an electric road under federal jurisdiction operated on the streets of Montreal. It appeared at the hearing that it was physically connected with the tracks of the Montreal Street railway, an electric road not under federal jurisdiction; that cars of the Park and Island road run over an intermediate portion of the tracks of the Montreal Street railway and thence to its own tracks. It appeared that the Montreal Street railway was a necessary party, and the Board made an order adding that company a party to the proceeding, and required it to appear and show cause why it should not join in through rates and through routes with the Park and Island Railway Company and file tariffs, pursuant to the requirements of section 233 of the Railway Act.

At the next meeting of the Board, counsel for the Street railway objected to the Board's jurisdiction upon the ground that it was a local railway with a provincial charter and had not been declared to be a railway for the general advantage of Canada. It was contended that the words 'through traffic' in the above section meant 'through traffic from a railway outside of the province of Quebec entering into the province of Quebec and connecting with a local railway in that province.'

After a lengthy hearing the following oral judgment was delivered by the Chief Commissioner:—

Hon. Mr. Mabee.—'This matter, as everybody has stated, is a complicated one. But perhaps we know as much about it now as we ever will, and we might as well dispose of it at once according to our lights. This discusison has covered somewhat wider range than was necessary, but perhaps the information that has been given may be useful somewhere else. Mr. Meredith has raised an interesting and perhaps a difficult question with regard to the construction of the British North America Act. He has raised a question as to the power conferred upon the federal Parliament under the British North America Act, and which affects the authority of Parliament to delegate control to this Board.

'As I have already indicated, if this is a question of law, then leave may be granted to appeal under the provisions of the Railway Act. If it is a question of jurisdiction, the application will have to be made to a judge of the Supreme Court as provided for by the Act. Therefore, although we shall make a formal order now, the order will not go into force if an appeal is launched by the Montreal Park and Island or by the Montreal Street railway or both of them, nor will it go into force until a reasonable time has elapsed, if they may be advised that it is proper for them to make application to a judge of the Supreme Court for leave to appeal.

'Respecting the question raised in the case, it seems to us to be sufficient to say that we are of the opinion that with respect to 'through traffic,' and in the words of the Act 'all matters pertaining thereto,' the Montreal Street railway is in that limited way under the jurisdiction of this tribunal. Agreements are on foot between these two companies. They have made traffic arrangements between themselves; these are domestic matters with which neither the public nor this Board have any concern whatever, unless they are of such a character that the public interests are affected. It seems that the Montreal Park and Island railway is able to make whatever arrangements with the Montreal Street Railway Company it deems necessary in order to carry the people of these outlying districts into and out of the city of Montreal. There is an entirely different agreement on foot, apparently, between these two corporations with respect to traffic moving from Mount Royal ward into the heart of the city and from the city back to Mount Royal ward than there is respecting the traffic moving from Notre Dame de Grace into the city and from the city back.

'It is said that there is this difference in treatment because certain franchises and other privileges were given by the municipality of Notre Dame de Grace to the Montreal Park and Island railway that were not given to the railway by the municipality of Mount Royal ward when it was a separate municipality. It seems to us that this difference in treatment is prohibited by the Railway Act unless the railway company is able to satisfy the Board that it is treatment which does not amount to undue preference or undue discrimination. The Railway Act has application just as much to the Montreal Park and Island railway, or any other railway in the Dominion of Canada. The Montreal Park and Island railway has a federal charter and the law applies with respect to unfair treatment or unjust discrimination or excessive tolls, and the various other phases of railway operation, to this corporation operating this electric road in and in the vicinity of Montreal, as it does to any other federal railway in the Dominion of Canada.

'Now, if a steam railway were found charging the people of one township or one county entirely different tolls for traffic, than they were charging to the people in another township or in another county, they would have very great difficulty, it seems to me, in satisfying any tribunal or any fair-minded man, that that was not an unjust and unfair discrimination against the people who suffered from this practice. The Montreal Park and Island Railway falls under section 77 of the Railway Act. It has been proved that different practices exist with respect to the traffic moving to and from Mount Royal ward, than, with respect to the traffic moving to and from adjacent wards, and section 77 provides:—

> 'Whenever it is shown that any company charges one person, company, class of persons, or the persons in any district, lower tolls for the same and similar goods, or lower tolls for the same or similar service, than it charges to any other companies, persons, or classes of persons, or to the persons in another district, or makes any difference in treatment in respect of such companies or persons, the burden of proving that such lower toll or difference in treatment, does not amount to an undue preference or an unjust discrimination, shall lie on the company.

'The difference in treatment is admitted. The difference in tolls is admitted. The difference in facilities for transportation of the people is admitted. Then, the matter resolves itself into the simple proposition as to whether this railway company has satisfied this Board that this difference does not amount to an undue preference or an unjust discrimination, because the law casts the burden upon the company, where such practices exist, to establish that these practices are justified, or at any rate they do not amount to unjust discrimination or undue preference.

'It seems to us that the bare statement of the situation, the bare statement of the tolls charged for the shorter mileage out of Mount Royal ward into the city, than is charged from Notre Dame de Grace into the city; the difference in treatment at the different points along the line of passengers moving out of Mount Royal ward into the city amounts to undue preference and unjust discrimination. The statement that if Mount Royal ward or the people residing there, or the city of Montreal of which it now forms a part, would grant certain privileges to the railway company, does not establish that it is not undue or unjust discrimination. It does not seem to us that the Act permits this railway company or any railway company to hold up a municipality and withhold privileges from them until they grant the railway company something that some other municipality may have granted. We cannot take into consideration matters of that sort in the administration of this law. It seems to us beyond any reasonable question that the only solution of this matter is that the railway company, the Montreal Park and Island Company, shall be required to grant the same facilities to the people residing in the Mount Royal ward in the city of Montreal that they grant to the people residing in Notre Dame de Grace ward, and must enter into the necessary agreements for the purpose of carrying out that change in policy and change in treatment. And we think also that we have authority with respect to all this through traffic over the Montreal Street Railway Company, and they must be required to enter into an agreement or agreements such as may be necessary for the Montreal Park and Island railway to carry out this order.

'How long do you want, Mr. Meredith, for leave to apply to the Supreme Court, if necessary?'

Mr. MEREDITH.—'You had better give me ten days; this is a very important question.'

Honourable J. P. MABEE.—'Well, we will give you thirty days.'

Mr. MEREDITH.—'Very well. I fear I will have to make an application both to the Supreme Court and to this Board.'

Honourable J. P. MABEE.—'I think so.'

Mr. BUTLER.—'Suppose they do not appeal the case.'

Honourable J. P. MABEE.—'The proceedings are to be stayed for thirty days in order to give them an opportunity to consider whatever course they may be advised upon. If nothing is done in the thirty days, and no application for appeal made, the order will issue and go into force at once then.'

The following order was issued:—

Order No. 7045.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Tuesday, the fourth day of May, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

In the matter of the complaint of the corporation of the city of Montreal, complaining against the rates charged by and the service and operation of the Montreal Park and Island Railway Company, and in the matter of the order of the Board, No. 6805, dated April 6, 1909, directing that the Montreal Street Railway Company be made a party to the said application to show cause why it should not join with the Montreal Park and Island Railway Company in establishing a through route and through rates with the said Montreal Park and Island Railway Company.

Upon hearing the application, counsel for the city of Montreal and the railway companies interested appearing at the hearing (The Montreal Street Railway Company declaring that it appeared only to decline the jurisdiction of the Board), the evidence adduced, and what was alleged; and it appearing to the Board that the Montreal Park and Island Railway Company unjustly discriminates against the residents of Mount Royal ward in the city of Montreal, and in favour of the residents of the town of Notre Dame de Grace, in respect of the rates charged and in the service and operation of its railway:—

It is ordered that the Montreal Park and Island Railway Company be, and it is hereby, directed to grant the same facilities in the way of services and operation, including the rates to be charged by it, to the people residing in the said Mount Royal ward, that it grants to the people residing in the town of Notre Dame de Grace; and that it forthwith enter into the necessary agreements for the purpose of removing the said unjust discrimination; and that with respect to through traffic over the Montreal Street railway, the Montreal Street Railway Company be, and it is hereby, required to enter into any agreement or agreements that may be necessary to enable the Montreal Park and Island Railway Company to carry out the provisions of this order.

And it is further ordered that the operation of this order be stayed for a period of thirty days from this date, to enable the Montreal Park and Island Railway Company or, the Montreal Street Railway Company, or both, to appeal. If no application for leave to appeal is made within the said thirty days, the order to go into effect at once at the expiration of that time

(Signed.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

Upon application being made to the Board, leave was granted to the Montreal Street Railway Company to appeal to the Supreme Court upon the following question, namely, 'Whether upon a true construction of sections 91 and 92 of the British North America Act, and of section 8 of the Railway Act of Canada, the Montreal Street Railway Company is subject, in respect of its through traffic with the Montreal Park and Island Railway Company, to the jurisdiction of the Board of Railway Commissioners'; and leave was granted to the Montreal Park and Island Railway Company to appeal to the Supreme Court upon the following question, namely, 'Whether it is right or proper for the Board in making the said order to overlook the contract bearing date 7th day of November, A.D. 1907, and made between the said Montreal Park and Island Railway Company and the municipality of Notre Dame de Grace.' Both appeals were allowed by the Supreme Court.

The following being the reasons for judgment, and the following orders were issued by the Supreme Court:—

Montreal Street Railway Company v. Montreal.

DUFF, J.—The appeal is based upon the contention that section 8, subsection (*b*) of the Dominion Railway Act is *ultra vires*. The enactment is as follows:—

> 8. Every railway, steam or electric street railway or tramway, the construction or operation of which is authorized by special Act of the legislature of any province, and which connects with or crosses or may hereafter connect with or cross any railway within the legislative authority of the Parliament of Canada, shall, although not declared by Parliament to be a work for the general advantage of Canada, be subject to the provisions of this Act relating to . . .
>
> (*b*) the through traffic upon a railway or tramway and all matters appertaining thereto.

The phrase 'through traffic' is, I think, used in the Act in the sense of traffic originating on one railway and terminating on another. With respect to such traffic, all railway companies to which the provisions of the Act are applicable are required, according to their respective powers, to afford to all persons and companies all reasonable and proper facilities . . . . for the interchange of traffic between their respective railways and for the return of their rolling stock (section 317, ss. 1); and

> '317.
>
> 2. Such facilities to be so afforded shall include the due and reasonable receiving, forwarding, and delivering by the company, at the request of any other company, of through traffic, and, in the case of goods shipped by car load, of the car with the goods shipped therein, to and from the railway of such other company, at a through rate; and also the due and reasonable receiving, forwarding, and delivering by the company, at the request of any person interested in through traffic, of such traffic at through rates.'

Such companies are by subsection 3 forbidden to

> '3. (*a*) make or give any undue or unreasonable preference or advantage to, or in favour of any particular person or company, or any particular description of traffic, in any respect whatsoever;
>
> (*b*) by any unreasonable delay or otherwise howsoever, make any difference in treatment in the receiving, loading, forwarding, unloading, or delivery of the

> goods of a similar character in favour of or against any particular person or company;
>
> (*c*) subject any particular person, or company, or any particular description of traffic, to any undue, or unreasonable prejudice or disadvantage, in any respect whatsoever; or,
>
> (*d*) so distribute or allot its freight cars as to discriminate unjustly against any locality or industry, or against any traffic which may originate on its railway destined to a point on another railway in Canada with which it connects.'

Any company having a railway connecting with another in such a way as to form a continuous line with it or which intersects another railway is required to

> 'afford all due and reasonable facilities for delivering to such other railway, or for receiving from and forwarding by its railway, all the traffic arriving by such other railway without any unreasonable delay, and without any such preference or advantage, or prejudice or disadvantage as aforesaid, and so that no obstruction is offered to the public desirous of using such railways as a continuous line of communication, and so that all reasonable accommodation, by means of the railways of the several companies, is, at all times, afforded to the public in that behalf.'

By subsection 5 it is enacted that—

> '5. The reasonable facilities which every railway company is required to afford under this section shall include reasonable facilities for the junction of private sidings or private branch railways with any railway belonging to or worked by any such company, and reasonable facilities for receiving, forwarding, and delivering traffic upon and from those sidings or private branch railways.'

By the seventh subsection it provided that any agreement made between any two or more companies contrary to section 317 shall be 'null and void.'

The Railway Board is given very full powers to determine as a question of fact in particular cases as well as by regulation to declare, what shall constitute similar circumstances and conditions or unjust and unreasonable preferences or advantages, and whether in any given case a company has or has not complied with the provisions of section 317, as well as to declare by regulation what shall constitute compliance or non-compliance with these provisions.

The Board, moreover, may, for the purposes of section 317

> 'order that specific works be constructed or carried out, or that property be acquired, or that specific toll be charged, or that cars, motive power or other equipment be allotted, distributed, used, or moved as specified by the Board, or that any specified steps, systems, or methods be taken or followed by any particular company or companies, or by railway companies generally.'

There are other important provisions touching the regulation of through traffic, but it will not be necessary to refer to them specifically.

I think the question whether such enactments as applicable to provincial railways and tramways (that is to say railways and tramways subject generally to the legislative authority of the province) are within the competence of parliament must turn upon the construction of subsection 10 of section 92 and subsection 29 of section 91. I think that is so for this reason. These sections deal specifically with the division of legislative powers touching the subjects of railways and railway traffic; and although in the absence of such provisions, those subjects (in the Dominion aspects of them and for general Canadian purposes) might have been held to fall within the general introductory clause of section 91, as well as within subsection 2 of that section (Trade and Commerce), still I think a specific subsection having been devoted to the distribution of the legislative powers in regard to railways and cognate subjects between the Dominion and the provinces, we must look there for the law upon that subject.

The subsections for consideration are as follows:—

Section 92:

'10. Local works and undertakings other than such as are of the following classes:—

a. Lines of steam or other ships, railways, canals, telegraphs, and other works and undertakings connecting the province with any other or others of the provinces or extending beyond the limits of the province;

b. Lines of steamships between the province and any British or foreign country;

c. Such works as, although wholly situate within the province are before or after their execution declared by the parliament of Canada to be for the general advantage of Canada or for the advantage of two or more of the provinces.'

Section 91, subsection 29:

'Such classes of subjects as are expressly excepted in the enumeration of the classes of subjects by this Act assigned exclusively to the legislatures of the provinces.'

The exclusive authority to legislate in respect of a railway wholly within a province is by virtue of those enactments vested in the provincial legislature, unless that work should be declared to be for the general advantage of Canada; in that case, exclusive legislative authority over it is vested in the Dominion. It is no doubt true that Dominion legislation in respect of a work of the latter class may affect directly a work of the former class, and it may be that as necessarily incidental to the legislative powers of the Dominion in respect of a railway wholly within the province but declared to be for the general advantage of Canada, the Dominion might legislate directly in respect of the provincial railway upon a subject matter in respect of which the province might have legislated in the absence of Dominion legislation. For example, two such railways intersect; the exercise of the powers of the Dominion to legislate for the protection of the public as affected by the operation of the Dominion railway might involve the passing of regulations touching the traffic through the point of intersection of the provincial railway and an area surrounding that point of intersection embracing to some extent the provincial line.

In the absence of Dominion regulations, the province would be empowered no doubt in respect of its own line to make such regulations upon that subject as it should see fit. But such regulations would probably be overborne when inconsistent with Dominion legislation. It is upon this principle that the respondents seek to support the authority of the Dominion to pass the enactments of the Railway Act which I have referred to and to make them applicable to provincial railways intersecting and connecting with Dominion railways. It is said that the legislation is ancillary to the exercise of the Dominion powers in respect of Dominion railways; the principal relied upon is authoritatively stated by the Judicial Committee in the following passage in the judgment upon the Liquor appeal, 1896, A.C. at p. 359.

> 'It was apparently contemplated by the framers of the Imperial Act of 1867, that the due exercise of the enumerated powers conferred upon the parliament of Canada by section 91 might, *occasionally and incidentally,* involve legislation upon matters which are prima facie committed exclusively to the provincial legislatures by section 92. In order to provide against that contingency, the concluding part of section 91 enacts that 'any matter coming within any of the classes of subjects enumerated in this section shall not be deemed to come within the class of matters of a local or private nature comprised in the enumeration of the classes of subjects by this Act assigned exclusively to the legislatures of the provinces.' It was observed by this Board in Citizen's Insurance Company of Canada v. Parsons (7 Ap. Ca. 108), that the paragraph just quoted 'applies in its grammatical construction only to number 16 of section 92.' The observation was not material to the question arising in that case, and it does not appear to their lordships to be strictly accurate. It appears to them that the language of

> the exception in section 91 was meant to include, and correctly describes, all the matters enumerated in the sixteen heads of section 92, as being, from a provincial point of view, of a local or private nature. It also appears to their lordships that the exception was not meant to derogate from the legislative authority given to provincial legislatures by these sixteen subsections, save to the extent of enabling the parliament of Canada to deal with matters local or private in those cases where such legislation is *necessarily incidental* to the exercise of the powers conferred upon it by the enumerative heads of clause 91. That view was stated and illustrated by Sir Montague Smith in Citizens' Insurance Company v. Parsons (7 Ap. Ca. pp. 108 and 109) and in Cushing v. Dupuy (5 Ap. Ca. 415); and it has been recognized by this Board in Tenant v. Union Bank of Canada (1894 Ap. Ca. 46) and in Attorney General of Ontario v. Attorney General of the Dominion (1894 Ap. Ca. 200).

I do not think the principle enunciated in this passage is sufficient to support this legislation as it stands. There is not here the slightest suggestion, and I do not think there can be found in any of the cases the slightest suggestion, that the Dominion has power of its own will to enlarge the limits of its legislative authority. These limits are fixed by the Act itself. What is and what is not within the meaning of the passage quoted 'necessarily incidental to the exercise of the powers committed to the Dominion under section 91,' in such a way as to give the Dominion the power to enact it must be determined by the courts. What we have to ascertain in this case is whether in conferring upon the Railway Board the large powers over provincial railway constituted by the legislation under consideration the Dominion has been legislating in a way that is necessarily incidental to the exercise of its legislative authority in respect of Dominion railways.

Let me observe again that the imperial legislature has said *uno flatu,* so to speak, that the exclusive authority in respect of local railways declared to be for the general advantage of Canada, shall be vested in the Dominion, while the exclusive legislative authority in respect of all other such railways shall be vested in the province. Although these respective authorities, as I have already mentioned, are not so delimited as to be always and in all cases mutually exclusive, that is because there must be cases in which it is impossible for the Dominion to legislate fully in respect of its railways without passing legislation touching and concerning railways which are provincial. To the extent of that necessity we are justified in implying a power to the Dominion to legislate for the provincial railways, notwithstanding the circumstances that, broadly speaking, the exclusive legislative jurisdiction in respect of the provincial railways has been committed to the province; but the implication must, I think, be limited by this necessity. It is observable also we have not such a case here as those in which the scope of one of the subsections of section 91 has to be determined in relation to the scope of that provision of section 92, which deals with property and civil rights. This latter was the case in Tenant v. The Union Bank, 94 A. C. 31, and A. G. v. A. G. 94, A. C. 189. In both these cases it was pointed out that it would be impossible for the Dominion to proceed a single step in legislating effectively in regard to banking, or in framing a system of bankruptcy law without invading the field marked out by the broad words 'property and civil rights.' The legislature in conferring upon the Dominion the power to deal with banking and the power to deal with bankruptcy and insolvence, was in each case carving a field out of property and civil rights. In the present case on the other hand, the Act is dealing with two separate subjects, the boundaries of which can cross one another only incidentally and occasionally. The provision defining the provincial power must be read together with the provision defining the Dominion power, in order to ascertain the limits of either. It is little to the purpose to say that where Dominion legislation and provincial come into conflict the first prevails. That is only so where the Dominion is acting within the limits of the area on which the constitution permits it to act, and the whole question here is whether in enacting the legislation in question the Dominion was acting within or without these limits.

The effect of the legislation under consideration is that for the purposes of through traffic, a provincial railway merely because it crosses a Dominion railway, may be made a part of the Dominion system, and indeed in respect of the control over it vested in the Board becomes a part of that system. It seems to me that the terms of subsection 10 show clearly that this is what was not to take place, unless the provincial railway should be declared to be a Dominion work as a whole. I am utterly at a loss to understand how it can be contended that merely because a railway, A B, crosses a railway, C D, the power to legislate for A B, involves the power to legislate for C D, to use the extent of making C D a mere adjunct to A B for the purposes of through traffic, when the law is that the power to legislate for C D generally is vested in another body.

How can it be said that legislation respecting such through traffic—involving the requirements that C D shall provide facilities for such traffic, enter into agreements for joint rates, submit to the regulation of the Dominion Board in respect of such rates, and otherwise comply with the provisions above-mentioned—is necessarily incidental to the exercise of the legislative powers of Parliament respecting A B. In many cases—and the present is obviously one of them—the traffic over the provincial railway (assuming compulsory joint traffic arrangements to go into effect), would be the principal and that over the Dominion railway merely subsidiary. Can it fairly be said that in passing legislation which made this change *in toto* the character of the undertaking of the provincial railway, Parliament is in substance exercising its powers to legislate for what, if the legislation became effective, must be subsidiary undertaking. Then it is argued that there must be found vested in one single authority the power to legislate wholly with regard to through traffic. But divided legislative authority is the principle of the B.N.A. Act, and if the doctrine of necessarily incidental powers is to be extended to all cases in which inconvenience arises from such a division, that is the end of the federal character of the union. That is not the true solution; the true solution lies as Lord Herschell said in the Fisheries Case, 98 A.C. 714, in the exercise of good sense by the legislatures concerned. It is obvious that with respect to through traffic upon Dominion and provincial railways the difficulty could be met by declaring the provincial railway to be a work for the general advantage of Canada (and the postulate upon which the respondent's argument rests that such legislation in respect of the provincial railways should be necessary for the conduct of business on a Dominion railway—is surely sufficient ground for such a declaration); or by the constitution of a joint board or separate boards authorized to act together and empowered to deal with such cases.

That it might be convenient that the Dominion and the provincial railway should have joint traffic arrangements and that these should be under a single control does not advance the argument of the respondents. The same argument would apply to the case of a provincial line of steamships having a terminus near a station or terminus of a Dominion railway or a provincial telephone line or telegraph line which it might be thought useful to link up with the railway telegraph system. Does anybody seriously think that legislative control of the railways involves (as necessary incidental to it) under the subsection quoted, the legislative power to effect such amalgamations and to reorganize the provincial undertakings to suit the exigencies of the altered conditions. I am wholly unable to understand the ground upon which it can be held that merely because of physical juxtaposition such provincial undertakings, so long as they remain provincial, can be held (to the broad extent necessary to support such legislation as that in question here), incidental (for legislative or other purposes), to such a Dominion railway—and (in the legislative aspect), especially when it has been declared that the provincial undertaking shall generally be under the exclusive control of the province.

IN THE SUPREME COURT OF CANADA.

Montreal Street Railway Company v. City of Montreal.

THE CHIEF JUSTICE.—I am of opinion that the appeal should be allowed for reasons given by Mr. Justice Duff.

GIROUARD, J.—I agree with my brother Duff. If the incidental or ancillary rule is to be applied in a case like this, then the power of the provincial legislature under section 92, subsection 10 of the B.N.A. Act with regard to local railways is simply wiped out. To-day the question may be only the transportation of persons, to-morrow it may involve the carriage of goods and even perishable articles, and as a consequence the supply of refrigerators, cars, cold storage, warehouse, switching and stations. I think the appeal of the Montreal Street railway should be allowed with costs.

DAVIES, J. (dissenting):—

Appeal from an order of the Board of Railway Commissioners respecting 'Through Freight.'

The B.N.A. Act, 1867, in the distribution of legislative powers between the Dominion Parliament and provincial legislatures expressly excepts from the class of 'local works and undertakings' assigned to provincial legislatures 'in addition to those undertakings which connected one of the provinces with another or which extended beyond the limits of the province and others specifically described the following,' subsection (*c*) 'such works as although wholly situate within the province are before or after their execution declared by the Parliament of Canada to be for the general advantage of Canada,' &c. Section 91 confers on the Parliament of Canada exclusive legislative authority over all classes of subjects so expressly excepted from section 92.

The Montreal Park and Island railway, originally constructed under a provincial charter was such a work, and being declared by Parliament to be 'for the general advantage of Canada' became a Dominion railway, subject in all respects to the legislative powers of the Dominion Parliament and as a consequence to the Railway Act of 1906, 3 Edw. VII., cap. 37.

Section 8 of that Act reads as follows:—

> 'Every railway, steam or electric street railway or tramway, the construction or operation of which is authorized by Special Act of the legislative of any province, and which connects with or crosses or may hereafter connect with or cross any railway within the legislative authority of the Parliament of Canada, shall, although not declared by parliament to be a work for the general advantage of Canada, be subject to the provisions of this Act relating to—
>
> (*a*) the connection or crossing of one railway or tramway with or by another, so far as concerns the aforesaid connection or crossing;
>
> (*b*) the through traffic upon a railway or tramway and all matters appertaining thereto;
>
> (*c*) criminal matters, including offences and penalties; and
>
> (*d*) navigable waters;
>
> Provided that, in the case of railways owned by any provincial government, the provisions of this Act with respect to through traffic shall not apply without the consent of such government.'

The M. P. and I. railway at the time or shortly after it become a Dominion undertaking or work was or became physically connected with the Montreal Street railway, which is a provincial road operating under a provincial charter, and part of the Park Railway line was leased to and other parts operated by the Montreal Street Railway Corporation, under a somewhat complicated traffic arrangement between the two companies, involving running rights by each company's cars over the other lines, and the leasing of some of the Street Railway's cars to the Park and Island railway. At the time the application was made to the Board of Railway Commissioners, the physical connection of the two roads existed and passengers were carried directly over one road to and over the other under such traffic agreement and running rights. The carriage of passengers is declared by paragraph 31 of section 2 to be included in the word 'traffic' whenever used in the Act.

The 317th section of the Act confers the amplest powers upon the Board of dealing with the traffic upon railways and expressly includes 'through traffic' and through rates.

The quesiton we have to decide is whether the Montreal Street railway by reason of its physical connection with the Montreal Park and Island railway and the traffic arrangements before referred to are amenable and subject to the jurisdiction of the Board with respect to 'through traffic' passing from the Park and Island railway over its line and *vice versa*.

A distinction was attempted to be made at the argument between the Board's jurisdiction over through traffic on a federal road which was interprovincial and that over a road which though federal was wholly within the limits of a province.

The appellants contended that section 8 of the Railway Act should be limited in its application to such provincial railways as connect either directly or indirectly with lines extending beyond the limits of the province, and as the Montreal Street railway was not so connected, the section could not be made applicable to them.

For myself, I fail to appreciate the distinction suggested. If the physical connection of a provincial railway with a federal interprovincial railway brought the former road under and subject to the jurisdiction of the Board of Railway Commissioners so far as through traffic passing over it and the federal railway was concerned, it seems to me that the same result must follow if such federal railway happened to be itself confined within provincial limits. It is not the physical limits alone of the railway which gives parliament legislative jurisdiction over it. If the railway connects one province with another or extends beyond the limits of a province, it comes within the exception (*a*) of subsection 10 of section 92 of the B.N.A. Act, and if being wholly within the limits of a province it is declared by the Parliament of Canada to be for 'the general advantage of Canada' it comes within the exception (*c*) of that subsection.

In either case and in both cases alike when an undertaking or work is brought within such exceptions, it becomes subject to the exclusive legislation of the Dominion, and I fail altogether to understand how it can be held that the physical connection of a provincial road with one of such federal roads would operate to give the Board of Railway Commissioners jurisdiction over the through traffic over it and not do so in the case of such connection with the other federal road. The mere accident that the federal road in one case is confined to a single province and in the other runs beyond the provincial boundary cannot determine the question. That must surely depend upon whether it is a federal road carrying through traffic over a provincial one quite irrespective of its limits within or without a province.

Then it is admitted with respect to such 'through traffic' the provincial legislature has not the jurisdiction to legislate. If in such case the Dominion Parliament has not jurisdiction, then it does not exist at all, and we would have the curious anomaly existing of an enormous class of traffic known as 'through traffic' being carried over two roads, one federal and one provincial, without either parliament or the legislature having jurisdiction over such through traffic. Such a condition is, it seems to me in view of the construction heretofore placed upon the B.N.A. Act, impossible. The power to legislate with regard to such through traffic rests somewhere. So far as the federal or Dominion road is concerned it undoubtedly rests with the Dominion Parliament, but to exercise such power effectively, the Board of Railway Commissioners, to whom it has been given by Parliament, must necessarily have some jurisdiction over the provincial road with which the federal one is physically connected. Such jurisdiction of course goes no further than the control of 'through freight' renders necessary. In my opinion, it goes that far. Parliament does not possess as was suggested a concurrent authority with the provincial legislature to control this through traffic. If, as I have argued, it has authority to legislate at all on the subject under the exception, subsection 10 of section 92 of the B.N.A. Act it has exclusive authority. Assuming there was a domain in which the legislation of the Dominion and of the province might overlap, then, if the Dominion alone has legislated, or if both Dominion and province have legislated and the two legislations meet, that of the Dominion must prevail, G.T.R. v. A.G. of Canada, 1907, A.C., at page 68, and Toronto Corporation v. C.P.R., 1908, A.C., page 58.

In the present case it seems to me that when Parliament legislated, the field with respect to 'through traffic' was covered. Section 8 of the Railway Act clearly deals with just such a case as this and if *intra vires* must of course govern. That it necessarily deals with property and civil rights or other matters assigned by section 92 to provincial legislatures is no argument against its validity. If it is legislation to the effective exercise of a power exclusively vested in the Dominion or even held to be fairly ancillary, to such, that is sufficient. The jurisdiction of the legislature over 'local works and undertakings' as over 'property and civil rights' in the province is quite consistent, as said by the Judicial Committee in Toronto v. C.P.R., A.C. 1908, at page 59, 'with a jurisdiction specially reserved to the Dominion in respect of a subject matter not within the jurisdiction of the province.' See also Toronto v. Bell Telephone Company, A.C. 1905, page 52.

My conclusions, therefore, are that the B.N.A. Act confers jurisdiction upon the Dominion Parliament under the exceptions to section 10 of section 92 to legislate on the subject matter of 'through freight.' That legislation has been enacted in section 8 of the Railway Act in terms wide enough to reach the case of 'through freight' passing from a federal to a provincial road physically connected, and that the Board in assuming a jurisdiction over the provincial road for the purpose of giving effect to its order respecting such through freight was acting within its powers.

I would dismiss the appeal, therefore, with costs.

Idington, J.—The Board of Railway Commissioners for Canada directed amongst other things—

> that with respect to through traffic over the Montreal Street railway, the Montreal Street Railway Company, be, and it is hereby required to enter into any agreement or agreements that may be necessary to enable the Montreal Park and Island Railway Company to carry out the provisions of this order.

The former company now appeals on the ground that the Board has no jurisdiction to make such direction.

The appellant is a corporation created by 24 V., c. 84, of the old province of Canada for the purpose of constructing and operating street railways in the city and parish of Montreal.

Its original powers have been many times added to by enactments of the legislature of the province of Quebec.

The manifold details of all these legislative provisions, original and supplementary, need not be entered into; but we must, I think, observe that from the beginning powers were given to enter into contracts with the said city and adjoining municipalities relative to the construction of the railway, reparation and grading of the streets used, the location of the railway, the time and speed of cars, the amount of license to be paid by the company annually, *the amount of fares to be paid by passengers*, and generally for the safety and convenience of passengers and the conduct of the company relative to non-obstruction or impeding of the ordinary traffic.

Its rights to fares at all and its entire existence for any useful or profitable purpose depend upon such a contract. Either the contract has been observed or not. If broken, the law gives a remedy; and if persistently broken, more than one remedy. Persistent default means forfeiture.

If observed, how can parliament venture to amend it? A step or two in its history unfolds the reason or excuse, or peradventure, as I conceive, proves parliament never intended such inference.

The railway has been changed from having been of the kind served with horse-power to that of electric motors, but it has been operated throughout as a street railway for passengers only, since shortly after the company's incorporation. It never had power to perform other services save in recent years for carrying mails; enlarged by a permission to acquire power (which has not, so far as appears, become effective) from the municipalities, under 6 Ed. VII. of Quebec, c. 57, s. 5, to carry freight.

The Montreal Park and Island Railway Company is a corporation originally incorporated by the legislature of the province of Quebec by 48 V., c. 74, which Act was also amended by adding further powers.

It was of a different character from the other company. It combined the features of a passenger railway with that for hauling freight, and did not depend on the use of streets or highways as the other, but chiefly acquired its rights of way over lands near or adjacent thereto. In short it was a general purpose railway. Merely noting just now these facts and this difference in the character of the roads, I will later on refer to the legal results thereof.

In 1893, after it had been partly constructed and operated the fact became evident that its services could be made much more beneficial to the public by its arranging with the Street Railway Company to carry, from certain points, such of its passengers as desired to reach places served by that road, and to which the Montreal Park and Island railway did not run.

Pursuant to section 12 of its charter giving power to do so, a traffic arrangement was made with the appellant by a contract between them on July 11, 1893, which was to endure for twenty-five years, for the conveyance of passengers through and between the city of Montreal and its surburban municipalities.

Each was bound by this contract to build and develop its system as specified and thus increase the business the other might thereby expect to reap some benefit from.

Some cars of the Street Railway Company were to be leased to the other company, but if not enough supplied thus for its own use it might build of its own.

Some of these cars were to be used interchangeably by each company running them over the roads of the other.

It followed, as travel increased over each road, that many cars of each company would not run at all on the other road but deliver its passengers at its own terminus, or point of junction with the other road.

From each of those who got in the cars that run over the track of the other road an extra fare, but less than the full fare, is exacted.

From each of those unfortunate enough to get on a car confined in its running to the road it belongs to and getting off that to begin a new journey, full fare may be exacted. It is not pretended in either case greater fares are exacted than the city contracted for, in granting the franchise to run; which the basis on which the various rights of all concerned rest.

Each company collects its own fares. The agreement provides for this. Indeed, very likely neither could lawfully do otherwise.

Some citizens found in all this a grievance, notwithstanding the beneficent effect of the agreement in ameliorating prior conditions sanctioned by the contract of the city made on their behalf. This grievance, along with the other presently to be referred to, was ventilated before the Board.

It was the kind of grievance that has at some period or other had to be endured in, I think, every large city on this continent as the result of civic want of foresight in permitting, without adequate control, more than one company to use the city's streets.

It is not necessary to follow in detail, but yet better to bear in mind, in a general way, how the municipalities in the district of or about Montreal, one after another, created by the same legislature, and authorized by it to do so, each conferred franchises and made bargains to be served respectively by either of these systems.

Rates of travel in each, roughly put at five cents for passing through its own bounds, seem to have formed the basis for such bargains.

Annexations of growing suburbs to the rapidly growing city followed (possibly beyond what was expected), and thus the commercial, social, and legal problems became day by day more complicated.

These companies, however, all the time were (until what I am about to advert to happened), under the control of the legislature of Quebec.

Not only were they necessarily under such control as corporations created thereby, with 'provincial objects,' but also by virtue of that other exclusive power conferred by the B.N.A. Act 92, subsection 10, on that legislature.

It might also be observed that by the same Act the subject of 'municipal institutions' was assigned to the same exclusive control; and that the purpose of the creation of the appellant was essentially to aid in street travel over highways peculiarly within the control of the respective municipalities, created from time to time by such legislature. These municipalities were also endowed thereby, as no other legislative power could, with the capacity of contracting in such manner as to each might seem meet for its own safety and convenience and for taxation of its street railway companies, being either direct or having relation to the licensing power and license of each by such municipal corporations respectively.

One might, if it saw fit, as so many do, adopt the method of exacting as a condition of its concession a pro rata share of the fares or net profits thereof, thinking (if such a word can be used in that connection) to make money thereby.

Another (perhaps thinking a little more deeply that such methods might only increase the citizen's own burden) might forego the fancied benefit and stipulate instead for a lower fare than the other one which was possibly reaping in its treasury but a small fraction of the increase included in the higher fare.

I know not whether such varying bargains were made or not. I know they were possibly and probably results of the provincial legislation under which the conditions we have to deal with were created. These facts must not be lost sight of when we try to measure either the purpose or result of the other legislation we have to pass upon.

Can any one pretend that it is competent for the Dominion Parliament in such a case to meddle at all? The legislature may have been unwise; the municipalities may have been improvident; the condition so created may have been, if you will, intolerable; but the power to rectify it rested in the local legislature or in the existing law governing the civil rights of the parties.

Let us now turn to see what happened legislatively to even appear to render such interference by Parliament possible. Let us also then examine this legislation now in question, and in doing so, have due regard to the presumptions that Parliament can never have intended to invade the rights of any province, or violate the sanctity of any contract, or amend the corporate creations of another legislature.

After entering into the above-mentioned agreement, the Montreal Park and Island Railway Company had itself incorporated by the Parliament of Canada by 57-58 Victoria, chapter 84, whereby it was so declared to be a work for the general advantage of Canada. In this very legislation the validity of its then existing contracts with others is recognized and affirmed.

It got no powers by such Act of incorporation or by any Act which would constitute it one of either of the classes of works specifically excepted from the operation of subsection 10 of section 92 of the B.N.A. Act, save within subsection (*b*) thereof, that of having been declared to be a work for the advantage of Canada.

And to clear the ground I may as well state neither company fell otherwise within any of such exceptional clauses.

The relations between the two companies remained the same as fixed by the agreement.

The Railway Act enacted in 1903, which provided for the constitution of a Board of Railway Commissioners for Canada, provided what appears now as section 8 of the Railway Act in the Revised Statutes of 1906, as follows:—

> Every railway, steam or electric street railway or tramway, the construction or operation of which is authorized by special Act of the legislature of any province, and which connects with or crosses or may hereafter connect with or cross any railway within the legislative authority of the Parliament of Canada, shall, although not declared by Parliament to be a work for the general advantage of Canada, be subject to the provisions of this Act relating to:—
>
> (*a*) the connection or crossing of one railway or tramway with or by another, so far as concerns the aforesaid connection or crossing;
>
> (*b*) the through traffic upon a railway or tramway and all matters appertaining thereto;
>
> (*c*) criminal matters, including offences and penalties; and
>
> (*d*) navigable waters;
>
> Provided that, in case of railways owned by any provincial government, the provisions of this Act, with respect to through traffic shall not apply without the consent of such government.

It is upon this section that the Board had founded its order. It was moved thereto by the fact that in 1907 the Montreal Park and Island Railway Company had made a bargain with the municipality of Notre Dame de Grace, lying beyond Montreal's limits entirely, to serve its people there with transportation of passengers into Montrel at a five-cent fare, in consideration of receiving a fifty-year franchise from the municipality and exemption from taxation. This the municipality was enabled to give by special legislation of the provincial legislature. The existence of the agreement of the appellant above referred to doubtless helped by its comprehensive nature to enable the Montreal Park and Island Railway Company to carry out this bargain.

It is conceded that the Montreal Park and Island Railway Company is subject to the jurisdiction of the Board.

It is attempted to maintain, therefore (as if it were a matter of course), that as the result would be to give this district better passenger rates than some other districts, there is that unjust discrimination parliament had in view.

Inasmuch as the only question we have to decide is whether or not the appellant falls within the power of the Board to make the order appealed from, which directs it to remedy this alleged unjust discrimination by abandoning its right under the agreement and entering into some other agreement, I pass no opinion upon whether there in fact is any such discrimination or not.

It is urged that as there is in fact that physical connection the agreement provides for and passengers by means thereof pass from one road on to the other, there is through traffic, in fact, falling within the meaning of subsection (*b*).

Is that the sort of thing therein meant by 'through traffic'?

Was the street railway system of any city or town in Canada supposed to have been within the range of things so legislated about in the Railway Act? Was interference thereby with the charters of such roads, the terms of their contracts with the municipalities served, their rates and tolls all dependent on such contracts, and their contracts with each other ever in the contemplation of any one promoting or enacting such legislation?

I most respectfully submit not. An omnibus line or other means of transportation might as well be held to fall within through traffic if parliament so willed.

The right to deal with these street railways and their proprietors, as to crossings to be made either by them over roads under the jurisdiction of parliament or by such latter roads over street railways, is undoubtedly vested in parliament.

The right of such a local company, to seek when endowed by its charter with powers to do so, connection of any kind, with the creation of Parliament either physical or limited to the establishment of a through rate or route may also be well within the jurisdiction of parliament. And I submit the words of the first part of the section and of subsection (*a*) can become operative in such cases and thus be given a meaning without doing violence of the kind I have indicated, as obviously is involved in the giving of effect to respondent's contention.

Subsection (*b*) it is urged means something much more than implied in either suggestion. I agree that it is so, for the first part of the section extends to or asserts a jurisdiction over every kind of railway described therein; and uses apt words to cover each class or kind. When, however, distributing the purpose and limit of the asserted jurisdiction it changes this; and in subsection (*b*) relied upon by the respondent, the words 'street railway' disappear. It is the through traffic upon a 'railway or tramway' that alone is covered thereby. 'Tramway' by its origin means a freight road. In Britain the term is very commonly extended to cover street railways but not so here.

Besides street railways, many local general purpose railways authorized by some special Act of the legislature of a province may have been had in view.

I am not called upon to express any opinion of whether or not it would be safe to assume that parliament in any of these cases could, properly observing the terms of section 92, subsection 10 of the B.N.A. Act, assert without the actual or implied sanction of their parent legislature this jurisdiction over them. I can, however, easily conceive of this legislation having an application thereto that never could have been intended to apply to or render mere street railways subject to the jurisdiction of parliament.

Neither the appellant's origin, history or present condition lend colour to its being of the class included in subsection (*b*) any more than its being in any way related to subsection (*d*).

We may now turn to section 317, so much relied upon by the respondent, to define traffic and to bring as a result by virtue of the words 'through traffic' in subsection (*b*) appellant within the jurisdiction claimed.

Section 317 in its whole scope, and in its very language so clearly relates to a traffic that included at least carriage of freight as part of the service to be considered that I fail to find therein any encouragement for me to venture to apply it in the sense of aiding the claim set up by the respondent.

We have no legislative interpretation of the phrase 'through traffic,' but we have in this Act the following interpretation given of 'traffic' by subsection 30 of section 2 as follows:—'Traffic means the traffic of passengers, goods, and rolling stock.'

This it is to be observed is not a definition in the disjunctive form necessary to give the effect contended for, by applying the Act to a street railway used only for passengers.

The purview of the Act as a whole seems to forbid us interpreting it as if intended to invade needlessly the subjects of either civil rights or legislative provisions relative to municipal institutions, or the contracts of municipal corporations, or local works and undertakings all of which should be asserted and assisted by a maintenance of this jurisdiction now called in question. I do not deny the possible meaning claimed for these sections, but I would not impute to Parliament in any such case the intention to so enact unless I found it written in the clearest possible language.

I cannot, therefore, impute it when the doing so must only rest upon inferences drawn from a section or two exhibiting a general purpose of producing equality in some things relative to certain classes of dealings. These inferences do not necessarily extend beyond these things over which Parliament has undoubted jurisdiction.

When we are referred to section 317 to find what 'through traffic' means, let us observe the section expresses or implies as essentials that the Board can create or define it, can insist upon it, and direct the facilities for it and I rather think the accommodation for it also.

It seems going very far to draw such extensive powers over provincial legislation and its products from such a basis as is thus suggested in the classification of transportation, yet it is surely impossible to draw any line between that claimed specifically here and all else thus directly connected with and involved in the proposition. It is not a part but the whole of the subject matters of and appertaining to through traffic as indicated in the Act which are covered.

Another view of this case occurs to me, and that is this: assume federal relations and limitations out of the case and all of the above recited legislation by both Parliament and legislature to have been enacted by one legislative body and all the contracts and acts done pursuant thereto, could it be said in considering such an Act as the Railway Act is passed by such legislature of plenary capacity that it must have been intended thereby to abrogate all such preceding legislation and dissolve everything in municipal and other contracts resting thereupon in the way involved herein? I think not.

Again, it is strangely claimed as a basis for the right of interference that an agreement exists which it is claimed provides for through traffic.

Either the agreement is outside the range of or on an infringement of subsection 7 of section 317.

If it can be held to fall within that section, then it may be null and void or have become so thereby, but how can that extinction of it become a foundation for the jurisdiction to enforce the making of a new contract, and that regardless of the corporate powers to do so.

But confirmed, as already pointed out, by Parliament itself, how can the Railway Act be held to have been meant to invade the sanctity of a contract thus affirmed?

In this regard, possibly section 3 of the Act averts such a result. Neither this view nor that section was put forward in argument.

But having regard to the nature of the legislation that takes a step for the express advantage of Canada by declaring the work removed because of that character, it seems to me quite arguable and possibly conclusive on the whole issue involved.

I have thus far proceeded upon the presumption that Parliament properly regarding its constitutional limitations could never have been supposed to have intended what is claimed. I have arrived at the conclusion that its language (though susceptible of such construction) does not necessarily warrant any such assertion of power. Its language must always be read in light of the limits of its constitutional jurisdiction. That language used here when so read is clear, operative, effective, and limited.

The case, however, was chiefly argued upon the broad question of whether Parliament could or not so deal with appellant, its charter and its contracts as is implied in the maintenance of the part of the order complained of.

I have no hesitation in saying that in my judgment such legislation by Parliament, as this is claimed to be, against the will of the local legislature creating such corporations as the municipalities, and those others for helping local street travel would be *ultra vires* and if this must be held to have such meaning it is *ultra vires.*

The legislative power in relation to those elements of municipal government and all it implies; 'local works and undertakings' and 'corporations with local objects,' together with 'property and civil rights' has been confided exclusively to the local legislatures subject to the checks of the veto, and in regard to local works of their being declared by the Parliament of Canada for the advantage of Canada or two or more provinces thereof, and then removed into the jurisdiction of and there to be dealt with by Parliament.

In passing, I may remark Parliament having that power and yet not having exercised it is, I agree, as was urged, a cogent argument against any intention in the Act to found the interference asserted.

I am not oblivious of the apparent invasion already made by holding that Parliament may impose upon municipalities duties of guarding railway crossings for which the legislature may never have made provision in the capacity given its municipal creations or otherwise by delegating to them the power of direct taxation to provide therefor.

The case of Toronto v. G. T. Ry. Co., 37 S.C.R., 232, I admit carried the matter far and was upheld in the Privy Council.

That was a case not of directing anything as incidental and ancillary to the construction of the railway or the necessities of the case, but like what is now in question; shall we call it the peace, order, and good government of the people of Canada?

I respectfully submit to the authority of that decision in the wide field it operates upon, but, as it so often happens, principles of legal or constitutional action are not always carried to their logical conclusions, I await results before going further, and relieving, by virtue only of Dominion legislation a municipality from a contract its provincial legislative creator enabled it to make and thereby bound it to observe.

Legal history, and especially constitutional history is full of illustrations of the recoil, as it were remaining instead of that of the original force moving further forward.

It was urged here as there that the power claimed was but ancillary to the main purpose of the Act, and thus being merely incidental thereto for the due efficiency thereof might well be exercised.

Amplify thus every possible exercise of each of the exclusive powers and the residuary powers committed to Parliament, to the fullest extent, and if you please in the most logical manner, of the kind involved in the claim, and there would not be much left of the provincial powers; when we have regard to the doctrine that where each has a legislative power that of the local legislature must yield to the supremacy of Parliament.

Perhaps the best answer to such a reflection is that men collectively seldom feel bound to observe any kind of logic in any sequence of their Acts, and that public opinion however illogically evoked is the only safeguard and ultimate court of appeal.

Meanwhile, we sitting here, must so far as we can have some regard to the meaning of these words 'exclusively make laws,' designed to cover such matters as we are now dealing with.

These words are used in an instrument that obviously implies some limitations upon them in order that other exclusive powers given by like words and assigned elsewhere may be effectively exercised.

Can any limits be thus or otherwise imposed than those arising out of the necessity for giving effective scope and operation to the due exercise of those other exclusive powers, or as Lord Herschell called it 'necessarily incidental' at page 309 of Attorney General for Ontario v. Attorney General for the Dominion, 1896, A.C. 348? Neither phrase, perhaps, accurately defines everything to be considered, but in the pages 309, 310, and 311 of that judgment the subject of those limitations is comprehensively and with many needful qualifications dealt with in such a way as to be, if I may be permitted to say so, a practically safe guide in other cases, as well as that there in hand. But clearly it was not followed by the draftsman of these sections as his guide.

Can desirableness of expediency or the residuary powers ever be invoked to justify imposing further limitations than that which necessity so defined draws after it?

To classify anew by such elastic, sectional, cross classifications the subject matters of legislative jurisdiction as this 'through traffic' attempt indicates, must invariably lead to trouble.

If the existence of mere relation of some kind, however remote the relation to the subject dealt with, can justify Parliament in annexing everything of that sort as ancillary to its exclusive powers, it might in virtue of its power over navigation undertake in all its details the solution of the sewerage question in the cities and towns along the Ottawa river because some of them empty their sewers therein.

I do not allude to the right to prohibit that, but the assertion, instead thereof, of a right to cure the evil by regulating everything to be done in respect thereof and therefor, by these municipalities. It would be as justifiable as undertaking to manage the street railway of Montreal because that road had some relations with another over which Parliament, legislatively speaking, had entire dominion.

I think we must in the development of what the B.N.A. Act has provided ever have regard to the consequences of any decision we come to including that of the bearing our holding may have in relation to other matters even not directly in appearance involved therein.

Instead of merely drifting, let us try to see whither we are drifting.

If it were necessary to elaborate upon the actual issue now raised, a great deal might be said and more forcibly said than is suggested by a consideration of the several conditions of things I have outlined. I have throughout so outlined these to suggest the many and obvious difficulties in the way of holding as *intra vires* such legislation by Parliament, if assumed to be of the character claimed, and in the next phrase of imputing to Parliament by language which is ambiguous that which involves such a dangerous challenge of the products of legislative conditions; in this case ratified by itself.

As to the argument that the power to rectify an evil must exist wholly in one legislature, I should have thought but for its persistent reiteration that it was obviously futile.

Every one can recognize many cases where it does not exist; and also many persons fancy theoretically that if it were not for the partition of legislative powers necessarily incidental to the federal system many evils might be more speedily and more efficiently rectified, instead of sometimes being only partially cured by the efforts of one legislative power.

Every intelligent man however knows, if he has watched the moulding of public opinion, how fallacious the theory is. Indeed the converse is, I believe, the case in a large decree. Passing that, what is the argument worth?

The need of this very power sought to be exercised in relation to through traffic exemplifies how cautious we should be in assuming that the limiting of legislative power in relation to furnishing a complete remedy necessarily leaves our country entirely helpless as the argument implies. The evils incidental to the operation of that traffic were and perhaps are international in some of the ranges of its development, yet must we wait for others and refrain from any amelioration because clearly the entire power does not lie with our Parliament.

In like manner and in a less degree is involved the dealing with all roads within Canada.

Parliament can by asserting its power over those roads owing existence to it and obedience to its mandates pretty effectually check any evil of the kind aimed at. Public opinion will soon bring if need be the supplementary aid of other powers.

Strong measures short of the invasion of provincial rights can easily be devised, possibly within the present Act, and made to be effectual, if there is any evil practice to be cured.

It is clear that the order is an interference with provincial legislation in relation to four of the most important subjects assigned to the exclusive legislative jurisdiction of the provinces. It is clear also that there was no necessity for Parliament to provide for such an interference. It is to my mind equally clear that the maintenance of such a pretension of power on the part of Parliament would breed infinite disorder.

I think the appeal must be allowed. The respondent's improvidence and unsuccessful effort to be relieved therefrom perhaps deserve that we should give costs against it but for the manner the case was presented by the appellant to the Board.

Instead of merely presenting its respectful compliments to the Board it ought to have set forth some of the basic facts of a most complicated condition of things as reason for its protest against the jurisdiction.

With respect, I hardly think the failure to do so was fair to the Board.

Anglin, J. (dissenting).

The question upon which leave to appeal has been given under the provisions of subsections 2 and 3 of section 56 of the Dominion Railway Act is expressed in the orders of Mr. Justice Duff and of the Board of Railway Commissioners in identical terms, as follows:—

> Whether upon a true construction of sections 91 and 92 of the British North America Act, and of section 8 of the Railway Act of Canada, the Montreal Street Railway Company (the present appellant), is subject, in respect of its through traffic with the Montreal Park and Island Railway Company, to the jurisdiction of the Board of Railway Commissioners of Canada.

The construction and operation of the Montreal Street railway is authorized by special Acts of the legislature of the province of Quebec, and it still remains a railway under provincial control. The Montreal Park and Island railway, though originally built as a provincial undertaking, having been declared by Parliament to be a work for the general advantage of Canada, is now under federal control.

The question formulated for determination by this court involves two distinct questions—the first, whether an order affecting a provincial railway in respect of through traffic received by it from, or transmitted by it to a federal railway, is within the purview of section 8 of the Dominion Railway Act; and the second, whether, if it purports to authorize the making of such an order, this legislation is *intro vires* of Parliament.

Throughout this opinion I shall for brevity and convenience use the term 'provincial railway' to signify a railway not owned by a province, but subject to provincial legislative authority; and the term 'federal railway,' to designate a railway subject to federal legislative authority, though not owned by the Dominion.

The effect of the statutory declaration that it is a work for the general benefit of Canada has been to render the Park and Island railway a federal railway to the same extent and as completely as if it were interprovincial or extended beyond the limits of the province of Quebec. Its federal character once established exists for all purposes and the jurisdiction of Parliament over it and over everything that is necessarily incidental and ancillary to its operation and to the proper carrying out of the public services which it has been established to render is neither greater nor less than that which Parliament possesses over other federal railways such as the Canadian Pacific and the Grand Trunk.

I entirely fail to appreciate the distinction which the appellants have sought to draw between a federal railway constructed wholly within one province and having no extra-provincial connection and an interprovincial railway. Both are alike excepted from section 92 of the Act.

A brief consideration of the form of section 8 of the Railway Act will make it clear that it applies equally to provincial railways connecting with each class of federal railways. The necessity for federal regulation in respect to 'the connection or crossing' must be the same whether the federal railway be such because it is interprovincial, or because it has been declared to be for the general advantage of Canada. The first paragraph of section 8, which describes the railways to be affected, applies equally to clause (*a*) dealing with 'connection or crossing' and to clause (*b*) dealing with 'through traffic.' This description was not meant to include certain railways for the purpose of clause (*a*) and to exclude the same railways for the purpose of clause (*b*). Whatever may be its proper construction and effect, clause (*b*) applies to the Montreal Street railway connecting with the Park and Island railway equally with clause (*a*). I find no justification for excluding from the operation of either part of section 8 any railway (including a street railway) constructed under provincial authority, which connects with any railway within the legislative authority of Parliament, however the authority of Parliament may have arisen.

We must next inquire what is the 'through traffic upon a railway or tramway' to which clause (*b*) relates. Section 8 declares that certain railways 'shall be subject to the provisions of this Act relating to . . . through traffic,' &c. There are several sections of the Railway Act which 'relate to' through traffic. In some of them through traffic obviously means traffic carried between terminal points on the same railway as distinguished from traffic carried between intermediate stations. From others, particularly those dealing with interchange of traffic and 'through rates' for such traffic (section 317) to be provided by a 'joint tariff' (section 334), it is plain that through traffic may also include traffic originating upon one railway and carried to or towards its destination on another. Section 8 deals entirely with the connection or crossing of two railways, and it is intended to provide for matters arising out of such connection or crossing. It subjects every provincial railway crossing or connecting with a federal railway to federal legislation in respect to 'the through traffic on the railway or tramway.' Obviously it was not meant—it could not have been meant—to attempt to control through traffic on a provincial railway or tramway in the sense of traffic carried upon it between its own termini. That would be a distinct invasion of provincial rights; it would be direct and substantive legislation on a subject within the exclusive domain of the provincial legislature. Equally clearly the section does not apply to similar traffic on a federal railway; such traffic is fully provided for elsewhere in the statute. It is, therefore, reasonably certain that the 'through traffic' to which the section is meant to apply is traffic carried from a point on one of the connecting railways to a point upon the other; and it matters not whether it is the point of origin or that of destination which is on the federal railway. But for the serious discussion of it at bar, and doubts then expressed by some of my learned brothers, I should not have thought the meaning of 'through traffic' in section 8 open to question. I should add that 'traffic' in the Railway Act means the 'traffic of passengers, goods, and rolling stock.' Section 3 (31), but not necessarily of all three. The carriage exclusively of freight or of passengers is, I think, within this definition. I am satisfied that the order in appeal deals with matters within the purview of section 8 of the Railway Act.

I am also of the opinion that this legislation is *intra vires* of parliament.

If it had no connection with or did not cross a federal railway, the Montreal Street railway could, no doubt, be a 'local work or undertaking' within clause 10 of section 92 of the B.N.A. Act, and not within any of the exceptions to that clause, and therefore under the exclusive legislative control of the province. Whether, when the railway with which it is connected became a federal railway, it ceased, as contended by counsel for the respondents, to be such a local work or undertaking as should be deemed for any purpose exclusively within the legislative control of the province, it is unnecessary to determine. Assuming that, notwithstanding this connection, the Montreal Street railway still remains a local work or undertaking within clause 10 of section 92, I am of opinion that the Dominion legislation authorizing the order now in appeal is nevertheless valid.

The Park and Island railway, having been declared to be a work for the general advantage of Canada, is within exception (*c*) to clause 10 of section 92. Railways expressly excepted from this clause are, under clause 29 of section 91, one of the enumerated subjects declared to be within the exclusive legislative authority and control of the Dominion. In regard to them parliament is clothed with plenary powers of legislation, including power to enact measures which may trench upon provincial legislative authority, when such enactments are truly or properly ancillary or necessarily incidental to the complete and effective control of such federal railways.

From the judgment of Lord Watson in Attorney General for Ontario v. Attorney General for the Dominion (1896), A.C. 348, I extract the following passage, found at pp. 359, 360:—

> It was apparently contemplated by the framers of the Imperial Act of 1867 that the due exercise of the enumerated powers conferred upon the parliament of Canada by section 91 might, occasionally and incidentally, involve legislation upon matters which are *prima facie* committed exclusively to the provincial legislatures by section 92. In order to provide against that contingency, the concluding part of section 91 enacts that 'any matter coming within any of the classes of subjects enumerated in this section shall not be deemed to come within the class or matters of a local or private nature comprised in the enumeration of the classes of subjects by this Act assigned exclusively to the legislatures of the provinces.' It was observed by this Board in Citizens' Insurance Company of Canada v. Parsons, 7 A.C. 108, that the paragraph just quoted 'applies in its grammatical construction only to No. 16 of section 92. The observation was not material to the question arising in that case, and it does not appear to their Lordships to be strictly accurate. It appears to them that the language of the exception in section 91 was meant to include and correctly described all the matters enumerated in the sixteen heads of section 92, as being, from a provincial point of view, of a local or private nature. It also appears to their Lordships that the exception was not meant to derogate from the legislative authority given to provincial legislatures by those sixteen subsections, same to the extent of enabling the Parliament of Canada to deal with matters local or private in those cases where such legislation is necessarily incidental to the exercise of the powers conferred upon it by the enumerative heads of clause 91. That view was stated and illustrated by Sir Montague Smith in Citizens' Insurance Company of Canada v. Parsons, 7 A.C. 108, 109, and in Cushing v. Dupuy, 5 A.C. 409, 415; and it has been recognized by this Board in Attorney General of Ontario v. Attorney General for the Dominion (1894), A.C. 189, 200.'

If the regulation of 'through traffic' on a connecting provincial railway, in the sense in which that phrase is used in section 8 of the Railway Act, is 'necessarily incidental' to the effective control of the traffic of the federal railway with which the connection exists, the power of parliament to enact section 8 appears to be strictly within and completely covered by Lord Watson's language.

In several subsequent cases the power of parliament to pass incidental or ancillary legislation which touches one or other of the subjects assigned by section 92 to the provincial legislatures has been recognized.

Thus its right to prohibit contracts whereby railway companies seek to relieve themselves from liability to employees for injuries sustained through negligence or breach of statutory duty, though involving an interference with the civil rights of freedom of contract, was upheld in Grand Trunk Railway Company v. Attorney General for Canada (1907), A.C. 65. Lord Dunedin, in delivering the judgment of the Judicial Committee, says at page 68:—

> There, true question in the present case does not seem to turn upon the question whether the law deals with a civil right—which may be conceded—but whether this law is truly ancillary to railway legislation. It seems to their Lordships that, inasmuch as these railway corporations are the mere creatures of the Dominion legislature, which is admitted, it cannot be considered out of the way that the Parliament which calls them into existence should prescribe the terms which were to regulate the relations of the employees to the corporation. It is true that, in doing so, it does touch what may be described as the civil rights of those employees. But this is inevitable, and, indeed, seems much less violent in such a case where the rights, such as they are, are, so to speak, all *infra familiam,* than in the numerous cases which may be figured where the civil rights of out-

> siders may be affected. As examples may be cited provisions relating to expropriation of land, conditions to be read into contracts of carriage and alterations upon the common law of carriers.

And the law in question was upheld as 'properly ancillary to through railway legislation.'

The right of Parliament in the exercise of its ancillary power to subject to its statutes creatures of a provincial legislature so far as 'reasonably necessary,' although in regard to the particular subject matter dealt with there should be inconsistent provincial legislation, is established in Toronto Corporation v. Canadian Pacific Railway (1908), A.C. 54, 58, 59; City of Montreal v. Gordon, Court Case 343.

Not only is Parliament empowered incidentally to control corporate bodies owing their existence to a provincial legislature, but the very property of a province itself has been held to be subject to the control and disposition of Parliament in the exercise of its jurisdiction to provide for the construction and operation of federal railways. Attorney General for British Columbia v. Canadian Pacific Railway (1906), A.C. 204.

The same principle was also illustrated in an early decision that Parliament has the power to impose upon provincial courts duties in connection with the carrying out and enforcement of its laws. Valin v. Langlois, 5 A.C. 115; 3 S.C.R. 1.

In cases of conflict between Dominion legislation and provincial legislation otherwise valid, the subordination of the latter is again recognized in the last pronouncement of the Judicial Committee upon the subject. La Compagnie Hydraulique de St. Francois v. Continental Heat and Light Company (1909), A.C. 194.

But while this incidental or ancillary jurisdiction of Parliament is fully established, no definition of what should be deemed 'necessarily incidental' or 'truly ancillary' is found in any decision binding on this court. No doubt this is partly due to the difficulty of framing a definition which would be at once sufficiently comprehensive and sufficiently restrictive, because what is incidentally necessary must vary in each case with the circumstances, and partly to deference to the advice given in Citizens' Insurance Company v. Parsons, 7 A.C. 109, and approved of by the Judicial Committee in later cases not to enter—

> more largely upon the interpretation of the statue (the B.N.A. Act), than is necessary for the decision on the particular question in hand.

But in considering whether certain legislation should be deemed necessarily incidental or truly or properly ancillary, we receive some assistance from expressions of judicial opinion in regard to particular matters.

Thus in a comparatively early case the right of Parliament to interfere with many matters, otherwise exclusively within provincial jurisdiction, as incidental to bankruptcy legislation was recognized. Cushing v. Dupuy, 5 A.C. 409, 415. In reference with executions is instanced as a legitimate exercise of this ancillary power in Attorney General for Ontariò v. Attorney General for Canada (1894), A.C. 189, and the Lord Chancellor (Herschell) says at page 200 that:—

> A system of bankruptcy legislation may frequently require various ancillary provision for the purpose of preventing the scheme of the Act from being defeated.

As ancillary to its control of the banks and banking system of Canada, Parliament has the power to legislate in regard to the negotiability of warehouse receipts for banking purposes, although in such legislation an interference with civil rights is clearly involved. The authority to legislate in respect to banking transactions is plenary and

> may be fully exercised although with the effect of modifying civil rights in the province. Tennant v. Union Bank of Canada (1894), A.C. 31, 47.

In *re* Railway Act, 36 S.C.R. 136, at page 142, Mr. Justice Davies says:—

> Exclusive legislative authority on railways, such as are here enumerated, being vested in the Dominion Parliament, that Parliament has, as a consequence, full and paramount power so to legislate upon such matter as fully, properly, and effectively to carry out the construction, management, and operation of these railways. In so legislating it matters not that the infringe upon the powers of legislation with regard to property and civil rights assigned to the provincial legislatures. Such invasion is admittedly necessary to enable Parliament properly and effectively to legislate. The main and controlling question is, therefore, whether the legislation in question can be said to be fairly and reasonably within the plenary and exclusive powers of the Dominion Parliament enabling it effectively to control the construction, management, and operation of the classes of railways excepted from subsection 10 of section 92 and embraced within subsection 29 of section 91. I think it may be fairly so held.

In City of Toronto v. Grand Trunk Railway Company, 37 S.C.R. 232, the same learned judge quotes as the equivalent of 'necessarily incidental and ancillary' the phrase used by Osler, J. A., in *re* Canadian Pacific Railway Company and York, 25 Ont., A.R. 65, 72,—'eminently germane, if not absolutely necessary.'

In the latter volume, at page 407, is reported an unanimous decision of the Ontario Court of Appeal that Dominion legislation declaring a federal railway company liable 'for the full amount of damages sustained' by reason of a breach of statutory duty is *ultra vires* and entitled an employee, or, if he be killed, his relatives to recover such damages where the breach of duty is that of a fellow employee, notwithstanding the limitation imposed by the provincial Workmen's Compensation Act. Burton, C.J.O., says at pages 410-411:—

> I think such a power is incident to the general legislation entrusted to them (The Dominion Parliament) to construct and deal with such undertaking and ought not to be restricted in the way suggested.

In McArthur v. Northern Pacific Junction Railway Company, 17 A.R. 86, Burton, J.A., says, at page 11:—

> It must be clear, apart altogether from authority, that when power is given to the particular legislature to legislate on a certain subject, such power includes all the incidental subjects of legislation which are necessary to carry it into effect.

And Osler, J.A., says, at page 125 that legislation conferring a right of action for damages arising from the cutting of timber upon a plot of land of limited width, on either side of a federal railway, owned by the Crown, but under timber license, is

> well within the competence of Parliament to pass in order to legislate generally and effectually on a subject within its exclusive powers, even though it may to some extent trench upon the subject of property and civil rights.

In Citizens' Insurance Company v. Parsons, 4 S.C.R. 25, Ritchie, C.J., said, at pages 242-3:—

> The Dominion Parliament would naturally have the right to interfere with property and civil rights in so far as such interference may be necessary for the purpose of legislating generally and effectually in relation to matters confided to the Parliament of Canada.

The learned chief justice repeated this statement in the Queen v. Robertson, 6 S.C.R. at page 111, and at page 139, Fournier, J., said:—

> dans une cause assez récente, j'ai eu occasion de dire, et je le répète, que le gouvernement fédéral a, sans doute, le pouvoir de toucher incidemment à des matières qui sont de la juridiction des provinces. Mais dans mon opinion, ce pouvoir ne s'étend pas au delà de ce qui est raissonnable et nécessaire à une legislation ayant uniquement pour but le légitime exercice d'un pouvoir conféré au gouvernement fédéral.

I extract the following passage from the judgment of Rose, J., in Doyle v Bell, 11 Ont. A.R. 325, at page 335:—

> I do not understand by the use of the word necessary, as found in various decisions and text books, that it is meant to lay down the doctrine that to bring within the powers of the Dominion legislature any provision of any enactment respecting a subject within the exclusive jurisdiction of such legislature, and which provision might affect civil rights, it must necessarily appear that without such provision it would be impossible to carry into effect the intentions of the legislature, or that probably no other provision would be adequate. On the contrary, it seems to me that if such provision might, under certain circumstances, be beneficial and assist to more fully enforce such legislation, then it must, at all events on an appeal to the courts, be held to be necessary, that is, necessary in certain events. Surely the legislature must be allowed some and, in my opinion, a very wide discretion as to the mode of enforcing its own enactments. It cannot be that the courts are to sit in judgment on the exercise of such discretion and dictate to the legislature whether they shall adopt this or that mode, because in the opinion of the courts one mode is the more convenient or better, or at least as well adapted to effect the purpose of the legislature.

In delivering the judgment of the Court of Queen's Bench in Macdonald v. Riordan, Q.R., 8 Q.B. 555, the late Mr. Justice Wurtele expressed views which would restrict the incidental jurisdiction of Parliament within very narrow limits. The judgment of the Court of Queen's Bench that Parliament had the right to legislate as to the disqualification of the directors of federal railway companies was affirmed in this court (30 S.C.R. 169), and as the decision is reported 'for the reasons given in the court appealed from.' But I cannot think that this court meant to adopt or to endorse the views of the learned Quebec judge upon the limitations of the ancillary legislative jurisdiction of Parliament.

I fully recognize that, as stated by Palmer, J., in Attorney General of Canada v. Foster, 31 N.B.R. 153, at page 164:—

> Where the line of necessity is to be drawn in each particular case is the great difficulty that lawyers have to contend with when expounding our constitution. It must, I think, be determined by a consideration of the general scope of the legislation called in question. There must be a reasonable limitation of its encroachment upon subjects that are exclusively within the power of the other legislature.

Nevertheless, Lord Hobhouse says, in the Parsons case, 7 A.C., at pages 108-9:—

> In these cases it is the duty of the courts, however difficult it may be, to ascertain in what degree and to what extent authority to deal with matters falling within these classes of subjects exists in each legislature, and to define in the particular case before them the limits of their respective powers.

Having regard to the general tenor of the authorities to which I have referred, it is clear that when, in order to make effective and to fully carry out the object of substantive legislation upon one of the subjects enumerated in section 91, it becomes necessary to assert and exercise ancillary powers which trench to some extent upon the domain assigned to provincial legislation, Parliament possesses these power. In determining whether particular legislation is or is not within them 'absolute necessity' is not the test; it is rather 'reasonable necessity.' Is the authority to pass such legislation requisite 'to prevent the scheme of the (substantive) Act from being defeated'; to permit of a 'plenary' exercise of a power expressly conferred; to allow Parliament to exercise 'its full and paramount power so to legislate upon' the railways enumerated 'as fully and effectively to carry out the . . . operation of these railways'; to provide for matters 'eminently germane if not absolutely necessary' to legislation upon an enumerated subject; to cover 'incidental subjects of legislation upon an assigned subject, to ensure that Parliament may 'legislate generally and effectually on a subject within its exclusive powers to make provisions just and reasonable and necessary'; in legislating for a purpose within 'the power conferred on the federal government'?—can this legislation 'be said to be fairly and reasonably within the plenary and exclusive powers of the Dominion Parliament enabling it effectively to control the . . . operation of the classes of railways' under its jurisdiction?—these are criteria indicated in the cases to which I have referred by which the reasonable necessity and the truly ancillary character of incidental legislation may be tested.

The late Mr. Justice Rose would have supported such legislation if beneficial and of assistance in more fully enforcing legislation respecting a subject within the exclusive jurisdiction of Parliament. The legislation now before us, however, appears to answer the more conservative judicial tests which I have mentioned.

In considering the necessity for federal control of 'through traffic,' it is well to have in mind that section 8 of the Railway Act applies to the great railway systems of Canada and the local lines connecting therewith, as well as to such railways as those now before the court; and that 'traffic' includes freight as well as passenger traffic. One legitimate purpose of the Railway Act of Canada is to prevent undue discrimination in rates in respect of traffic upon railways under federal control when carried under similar conditions and between points similarly situated. If federal railway companies may, indirectly and through the instrumentality of distinct provincial corporations operating local connecting railways, defeat the purpose of this federal legislation against undue discrimination, it would seem that in respect to federal control in order to 'prevent the scheme of the Act being defeated.'

For instance, point A is on 'The Transcontinental'—a through federal railway connecting at point B with 'The Dominion'—a federal branch line controlled by an entirely independent company, upon which is situate point C; at point B the Transcontinental also connects with 'The Provincial,' a local railway operating under provincial incorporation, but controlled by the interests which control the Transcontinental. On the Provincial is situate point D, equi-distant with point C from point B. If this provincial railway should not be subject to federal control in respect to 'through traffic,' the rate between points A and D might, without any direct discrimination on the part of the Transcontinental, be considerably greater than the rate between points A and C in respect of the same class of traffic. A 'through rate' might be refused between the former points because the provincial company would not make a 'joint tariff'; or an uncontrolled charge by the provincial company between points B and D might result in a gross case of discrimination in rates between point A and the equi-distant points C and D.

It may not be absolutely necessary to the existence and operation of federal railways that such discrimination should be prevented, but it is certainly reasonably necessary to the satisfactory management and control of traffic upon them that such matters should be subject to efficient regulation. Otherwise, as in the illustration given, the interests controlling a federal railway might be in a position, through the medium of a connecting provincial railway also under their control, to thwart the purpose of unquestionably valid Dominion legislation against unfair discrimination. The plenary exercise of the power to legislate in regard to federal railways would, therefore, seem to embrace the control of provincial railways in respect of 'through traffic,' and it can scarcely be gainsaid that legislation for the regulation of such 'through traffic' is 'eminently germane, if not absolutely necessary' to legislation in regard to federal railways themselves.

Again, for certain classes of through perishable freight traffic—*e.g.* fish, fruit, dairy products and meat—it may be essential that there should not be transshipment *en route* and specially constructed cars may be required. Should the provincial under control independent of the Transcontinental refuse to haul to their destination on its line cars of the Transcontinental, this traffic, to and from points on the provincial, might be seriously interfered with, if not destroyed. Moreover, refusal by the provincial to co-operate at the point of connection with the Transcontinental in the transfer of such cars from one road to the other might create difficulties and inconveniences which would unduly impede the traffic. Cars specially constructed for certain kinds of traffic and of which the supply may be limited might be improperly detained upon the Provincial and grave delay and inconvenience be thus caused to shippers as well as loss of business to the federal railway.

Cars employed for the traffic in fish, meat, dairy products and fruit, require to be 'iced' efficiently and at regular intervals. By slight neglect in this connection serious damage might be caused. Yet, unless the Dominion Railway Commission has some control over 'through traffic' after it leaves the federal railways and before it reaches them, it might be extremely difficult, if not impossible, to secure satisfactory regulation in regard to such matters as 'icing.'

Many other difficulties, with which nothing but a single controlling power can be relied upon to cope effectively and satisfactorily, might, no doubt, be suggested by experienced railwaymen. But these illustrations suffice to demonstrate the reasonable necessity of federal control in respect to 'through traffic' over provincial railways which connect with federal railways.

It may be suggested that the same purpose could be accomplished by joint or concurrent legislative action by Parliament and the provincial legislature. There is no such legislation; and if an attempt were made to arrange for it, there is no certainty that the views of the two legislative bodies would be the same. Again, if the Dominion Railway Commission and a provincial railway commission were each empowered to deal with such matters in regard to federal and provincial railways respectively, there would be no assurance that the standards of both would be alike or that joint action would be practicable; and if the authority were divided only joint action could be effective. At all events, the existence or non-existence of federal legislative jurisdiction cannot depend upon these considerations.

Again it is urged that such power on the part of Parliament or its creation, the Dominion Railway Commission, would be open to abuse and that, in the guise of regulations in respect of 'through traffic,' a provincial railway might be subjected to interference in regard to its rolling stock, its time schedules, its very rails themselves, their gauge and their weight, such as would virtually render it extremely difficult for the provincial authorities to exercise in regard to it that supervision to which they are entitled. Meeting a similar objection in the Fisheries case (1898), A.C. 700, Lord Herschell said, at page 713:—

> The suggestion that the power might be abused so as to amount to a practical confiscation of property does not warrant the imposition by the courts of any limit upon the absolute power of legislation conferred. The supreme legislative power in relation to any subject-matter is always capable of abuse, but it is not to be assumed that it will be improperly used; if it is, the only remedy is an appeal to those by whom the legislature is elected.

And in the Bank of Toronto v. Lambe, 12 A.C. 575, Lord Hobhouse, speaking of the exclusive legislative powers of the provinces, said at page 586:—

> To place a limit upon it because the power may be used unwisely, as all powers may, would be an error and would lead to insuperable difficulties in the construction of the Confederation Act.

And again, at page 587:—

> If . . . on the due construction of the Act a legislative power falls within section 92, it would be quite wrong . . . to deny its existence because by some possibility it may be abused, or may limit the range which would otherwise be open to the Dominion Parliament.

The commission created by Parliament for the administration of its railway legislation should be relied upon to have due regard to the fact that the authority of Parliament to enact such provisions as are contained in section 8 of the Railway

Act is restricted by the rule of reasonable necessity; and 'it must be assumed that' it 'will exercise the judicial powers which have been entrusted to it in a just and reasonable manner,' per Osler, J.S., in *re* Canadian Pacific Railway Company and York, 25 A.R. 65, 73. If it be open to inquiry here, I find nothing in the order now in appeal which indicates disregard by the Railway Board of this moral restriction upon its powers. The learned Ontario judge of appeal also says:—

> I do not think that questions of *ultra vires* can be decided by unreasonable or extravagant suppositions.

Finally it was objected that the B.N.A. Act provides a means by which Parliament can assume control over the Montreal Street railway, viz., by declaring it to be a work for the general advantage of Canada, and that, the statute having provided this means for acquiring control, no other is open. But to declare a railway to be a work for the general advantage of Canada involves the assumption of complete and entire control of it by Parliament and in the case of many local railways which connect with federal railways that may be undesirable. Moreover, if this be a good ground of objection to the Dominion legislation in regard to 'through traffic,' it is equally applicable to the legislation in the same section in regard to control of the physical crossing or connection. It is inconceivable that whenever Parliament desires to compel a provincial railway crossing or connecting with a federal railway to conform to federal legislation in regard to the actual physical crossing or connection, it must assume complete control of the provincial railway by declaring it to be a work for the general advantage of Canada.

It should be noted that the section of the Railway Act now under consideration deals only with cases in which provincial railways actually connect with or cross federal railways. By this legislation Parliament does not purport to empower the Railway Commission to order a provincial railway to establish such a connection and it is not necessary now to consider whether Parliament could or could not confer such authority.

Counsel for the respondents contended that Parliament is empowered by residuum clause of section 91 of the B.N.A. Act to deal with 'through traffic' as a subject not covered by any of the several clauses of section 92. I think it must be admitted that, in the absence of federal legislation dealing with it, provincial legislation in regard to the carriage on a provincial railway of 'through traffic' received from or destined for a federal railway would be *intra vires* under clause 10 of section 92. If so, the right of Parliament to subject a provincial railway to federal legislation in respect of 'through traffic' cannot arise under the residuum clause of section 91. The Judicial Committee has said that legislation under this clause may not 'encrouch upon any class of subjects which is exclusively assigned to provincial legislatures by section 92.' Attorney General for Ontario v. Attorney General for Canada (1896). A. C. 348, 360. Effective legislation in regard to the through traffic dealt with by section 8 of the Railway Act must trench upon the legislative authority of the provinces over provincial railways. *Ex hypothesi* legislation which does so encroach would seem to be *pro tanto* not within the residuum clause, which only confers power—

> 'to make laws for the peace, order, and good government of Canada in relation to all matters not coming within the classes of subjects by this Act assigned exclusively to the legislatures of the provinces.'

Moreover, the 'subjects' of railway legislation assigned respectively to Parliament and the provincial legislatures by the B.N.A. Act appear to be, to the former federal railways, as described in the exceptions to clause 10 of section 92; and to the latter local railways not within such exceptions. The division of jurisdiction seems to be according to the character of the railways and not according to the nature of the traffic carried or the business done. I therefore agree with Mr. Geoffrion that 'through traffic' can scarcely be regarded as a distinct subject of legislation not covered by any of the enumerated classes of either section 91 or section 92 and, therefore, within the legislative power of Parliament under the residuum clause.

But, if not within the residuum clause, and if, as seems clear, it be a matter requiring legislative regulation, since the provisions of section 91 and 92 exhaust the entire legislative field, except as to matters specifically covered by other sections of the Act—*e. g.* section 93—Bank of Toronto v. Lambe, 12 A.C. 518, 587, it follows that 'through traffic' must be within the legislative jurisdiction either of Parliament or of the local legislature or of both.

It seems clear that a provincial legislature cannot alone deal with this subject, because in no circumstances can it legitimately enact 'railway legislation' affecting a federal railway. Madden v. Nelson & Fort Sheppard Railway Company (1909). A.C. 626; Canadian Pacific Railway Company v. The King, 39 S.C.R. 476. Joint or concurrent legislative control, or joint or concurrent control by two bodies of commissioners, deriving power respectively from Parliament and the local legislature, would be so incertain and subject to so many difficulties and contingencies that it might often result in failure to make provisions necessary for the regulation of such traffic. It seems to follow that only legislative jurisdiction vested exclusively in Parliament can effectually provide for 'through traffic.' This consideration confirms the conclusion that such jurisdiction has been conferred by the B.N.A. Act.

I am, therefore, of opinion that the provisions of the eighth section of the Railway Act should be held to be *intra vires* of Parliament as 'truly ancillary to (federal) railway legislation,' and 'properly ancillary to through railway legislation,' and as 'necessarily incidental to the exercise of the powers conferred by (one of) the enumerative heads of clause 91,' namely, the jurisdiction given by clause 29 of section 91 over railways excepted from clause 10 of section 92.

This appeal should be dismissed with costs.

IN THE SUPREME COURT OF CANADA.

Montreal Park and Island Railway Company v. City of Montreal.

The CHIEF JUSTICE.—In order that justice may be done it is necessary for the commissioners to consider the agreement under which the appellants obtained permission from the municipality of Notre Dame de Grace to enter upon its streets. We are not now called upon to decide what effect, if any, is to be given to that agreement in the consideration of the complaint made as to unjust discrimination; but it may serve to explain or justify the alleged difference in treatment complained of by the respondents and should, therefore, in that view not be overlooked. To meet the charge of unjust discrimination as between the two adjoining municipalities, the railway company attempted to show that the circumstances were not substantially similar by producing the agreement under which they had been permitted to enter and are now allowed to operate their railway upon the streets of Notre Dame de Grace, but the commissioners apparently were of opinion that the question was to be decided upon a bare consideration of the money fares charged. It is manifest, in my opinion, that the cost of construction and of operation are essential elements to be considered in the determination of the question as to whether the circumstances in which the company operated its road in the adjoining municipalities are substantially similar.

The appellants were required by the Parliament of Canada (6 Ed. VII., ch. 129, section 6) to obtain the consent of the municipality before they could enter upon its streets and the Quebec legislature (8 Ed. VII., chapter 97) approved of the by-law under which the railway company occupies those streets. To justify the charge of unjust discrimination between two adjoining municipalities on the ground of difference of treatment, it is necessary that all the circumstances connected with the cost of construction and operation of the railway should be considered and the conditions under which the railway obtained the permission from the municipality to enter upon the streets should be taken into account in this case as any other item in the cost of construction. If in the absence of an agreement the company had been obliged to make a large money payment to obtain the consent of the municipality to enter upon its streets, it is possible that the charge to the passengers to or from that municipality would have been the same as in the case of Mount Royal, and the reasonableness of the charge made to the residents of the latter municipality is not to be determined by a mere comparison with the charge made in the adjoining municipality without any knowledge of the circumstances under which the lesser fare is collected.

I am also of opinion that the Board had no power or authority to compel the Montreal Street railway, a provincial corporation, to enter into an agreement for the purpose of enabling the appellants to carry out the order made against them with respect to transfers to all points on all lines operated by the Montreal Street railway in the town of Westmount or the city of Montreal. The passenger in possession of a transfer goes from one train to another, that is to say, passes from a railway owned and operated by a corporation under the control of the Dominion Parliament to a railway owned and operated by a corporation under the control of a provincial legislature and the conditions under which the latter company is to carry its passengers from one point to another upon its own railway is not to be determined by the Dominion Board of Railway Commissioners.

Girouard, J.—It is admitted that the rate charged for railway transportation on the Island railway and the Montreal Street railway to passengers from Mount Royal Ward, in the city of Montreal, was greater than that charged to passengers from Notre Dame de Grace. The railway company met this complaint by tendering in evidence a contract wth the town of Notre Dame de Grace by virtue of which passengers from that municipality became entitled to some favourable treatment. The Board, however, declined to consider this contract, holding that it was not proper for them to do so, being a private agreement, and ordered the stopping of the differential rates as amounting to 'unjust discrimination,' and finally ordered that the railway company do enter into an agreement with the Montreal Street railway for the purpose of removing the said discrimination.

The question is: Was the Board justified in refusing to take consideration of said contract?

In my humble opinion I think it was the duty of the Board to consider that contract. The contract was legal, being in fact expressly provided for by section 18 of the Cities and Towns Act, Q. 3 Ed. VII., c. 38. That statute empowers cities and towns to grant, under certain conditions, rights, franchise, and privileges as may be agreed upon, such as running rights over streets, exemption from taxation and exclusive franchise. The Island railway was, therefore, bound to get the consent of the municipality before acquiring these rights which were granted by the above contract. How can it be said that in such a case there can be 'unjust' discrimination?

Moreover, I do not understand how the Board can lawfully order the Island company, true a federal railway, to obtain from the Montreal Street railway, a provincial railway, an agreement to remove the said discrimination. In my humble opinion, railways like the street railway company are entirely out of the jurisdiction of the Railway Board.

I would, therefore, allow the appeal of the said Island Railway Company with costs against the city of Montreal.

Davies, J.—(dissenting):—

Appeal re 'unjust discrimination' in traffic.

This appeal from the order of the Board of Railway Commissioners arises out of an application made by the city of Montreal to the Board for an order directing the Montreal P. & I. railway to grant the same facilities in the way of services and operation, including the rates to be charged by it to the people residing in Mount Royal ward of the city, that it grants to the adjoining town of Notre Dame de Grace, which adjoins but is outside of the city limits.

After a lengthy hearing (the Montreal Street railway, a provincial road, having been made a party to the proceedings), the Board made the desired order, and further directed that with respect to 'through traffic' over the P. & I. railway and the Montreal Street railway, the latter road should enter into the necessary agreements with the Park & Island road to ensure the carrying out of the order.

Both railway companies have appealed to this court, the Street railway on the ground of want of jurisdiction in the Board to deal with 'through traffic' over its lines, and the P. & I. road, on the ground that in determining whether the rates charged by them to and from the Town of Notre Dame de Grace and those charged to and from Mount Royal Ward unjustly discriminated against the latter, the Board refused to consider an agreement made between the railway and Notre Dame de Grace fixing for certain considerations in the agreement expressed rates to and from that town.

On the appeal relating to the jurisdiction of the Board to deal with the question of through rates, I have already given my opinion affirming the Board's jurisdiction to which I need do no more than refer.

The question now for decision is a narrow though most important one.

The form in which it is put by the Board in granting leave to appeal on a matter of law is 'whether it is right or proper for the Board in making the said order to 'overlook the contract bearing date the 7th November, 1907, and made between the Montreal Park and Island railway and the municipality of Notre Dame de Grace.'

The contract in question was put in evidence at the hearing and is printed in the appeal case before us, but it is perfectly plain from the reasons given by the Chief Commissioner Mabee that the Board refused to consider that contract or give weight to it in making their order. I interpret the question of law we are asked to answer to mean as if put in this form, was the Board justified in refusing to consider that contract in determining the question of 'unjust discrimination'? And I would answer that it was. Mr. Geoffrion, in his argument before us, contended that it was a piece of evidence they were bound to consider and could not ignore though, of course, he admitted that the weight they should give it was entirely for the Board and could not be considered by us.

In order to determine then whether the Board could ignore the agreement, we must look at its terms and the conditions existing at the time it was entered into. The contention was that the right of the company to run its railway or tramway along the streets of any municipality was by the express terms of its charter made to depend upon the consent of the municipality being first obtained by by-law (see section 6 of 6 Ed. VII., cap. 129); and that in order to obtain such consent the company had been obliged to stipulate for the carriage of the passengers between Notre Dame de Grace and the city of Montreal at a certain rate. Such being the case, it was argued that while there might be discrimination between that agreed rate and the rate charged to and from the adjoining ward of the city, such discrimination was not 'unjust' and that it was 'unjust discrimination' alone which the statute provided against. I am not prepared to say that even if the company was obliged in order to obtain the privilege of running its railway along the streets of a municipality, to pay for the privilege, they could adopt such a mode of payment as would enable them to discriminate against an adjoining municipality in the matter of rates. They could pay for the privilege in cash or in any other way they agreed with the municipality, but they could not, in my opinion, adopt a mode of compensation for the concession of the right which they could afterwards invoke to excuse or justify either directly or indirectly, discrimination. So far as the municipality discriminated against was concerned, the discrimination was not the less unjust because the company chose to adopt this mode of payment for the privilege of laying down their rails in the streets and operating their road. The 315th section of the Railway Act, which governs the case, was enacted to secure so far as might be possible equality of rate under 'substantially similar circumstances and conditions.' The 4th subsection is peremptory: 'no toll shall be charged which unjustly discriminates between different localities.' Does the fact that instead of paying a round sum in cash or otherwise to one locality for the privilege of running its road over certain streets the company for reasons of its own agrees instead to charge a low toll or rate to and from that locality, justify it in refusing to give to an adjoining locality, other conditions being equal, the same rate, and in this way create a discrimination which as between the two localities is unjust. If cash was paid for the privilege, could they plead that in justification of the discrimination? If the cost of the building of the road to one locality exceeded that of the cost to another, could such excess in cost be advanced to justify the discrimination and prove it not to be unjust? Are these elements and facts which the Board have to inquire into any weight when determining what is 'unjust discrimination'? If they are, there is no end to the discrimination which companies might create and not contravene the Act. If it was otherwise held and if a company could refuse to one locality rates which they had conceded to another under substantially similar circumstances and conditions and make the granting of the lower rates dependent upon the locality granting concessions to them, it seems to me it would amount practically to a transfer to the company of the powers now vested in the Board of determining rates as between localities. I agree with the Chairman when he says 'we cannot take into consideration matters of that sort in the administration of this law.'

But apart from all that, I fail to find in the agreement put in evidence any such consideration paid by the company for the privilege of using the streets of Notre Dame de Grace. The agreement as to rates with the municipality of Notre Dame de Grace was not for the privilege simply or for that privilege at all. It was for an exclusive franchise for operating its road on the ground surface for passengers, freight, and mails, within the limits of the town for fifty years, and also for *exemption for ever* from payment of municipal taxes, which the town might at any time have power to levy on the company, its movable or immovable property or franchises, with certain limited and specified exceptions.

It was this *exclusive* privilege for half a century, and this *exemption for ever* from taxes, which the company was buying from the town and which formed the consideration for the rate or toll of five cents agreed upon. It was not the mere purchase of the consent required by statute for the laying of the rails. That statutory permission to use the streets simply for the running of the tramway does not appear on the face of the agreement to be part of the consideration at all (see section 7 of the agreement). It was the *monopoly* and the *exemption* the company was buying, something the Railway Act certainly was not passed to encourage and neither of which could be held to be a 'circumstance or condition,' which the Board should consider in determining the question of 'unjust discrimination.'

The municipalities which would grant similar monopolies and exemptions would, I presume, get in return the lower rates. Those that would refuse would have to pay the higher and so the unjust discrimination clause would be practically defeated. The Railway Board brought into existence to prevent, amongst other things, unjust discrimination was asked practically by giving weight to the agreement in this cause to sanction the practice.

I do not stop to inquire as to the legality of such an agreement by a municipality. It is said the agreement was subsequently validated by the local legislature. But if it was that would not justify it being invoked and given weight to by a Dominion Board acting under a Dominion Act in a proceeding to determine what was or was not 'unjust discrimination,' in rates or tolls upon railways as between different localities. Such validation if it took place goes no further than confirming an Act of the municipality which certainly without express legislative authority would be *ultra vires* the municipality.

Under the 77th section of the Act, the burden of proving that the lower toll was not unjust discrimination rests upon the company, and is not in my opinion discharged in any degree by showing that the lower rate was a consideration for a monopoly of railway privileges and an exemption from taxation purchased by the company from the locality to which they had granted such lower rate. It is to my mind impossible to conceive how the purchase of such a monopoly and exemption could operate to make that discrimination just which otherwise would be unjust. Neither the monopoly nor the exemption were necessary to the operation of the road. They were merely incidents the possession and enjoyment of which would make these operations more profitable for the company, but at the expense of the public, and the destruction of any possible competition.

My brother Idington has called my attention to a case reported in 26 Times Law Rep., p. 110, Holwell Iron Co., Ltd., v. Midland Railway Company. It was an appeal from a decision of the Railway & Canal Commissioners, reported 25 T.L.R. 158, and being a decision by the Court of Appeal confirming that of the commissioners is of course entitled to the greatest respect. The facts of that case were such as to make the decision of little service to us on this appeal. There an agreement was attacked which had been entered into forty years previously between the Railway Co., and the Stavely Hill Iron Co. The railway at that distant period wanted to acquire a strip of land running right through the property of the Stavely Company on which a private line was laid, and also other lines of the Stavely Company. It was obvious, as the Minister of Railways said, that the claim for severance would be enormous, unless provision was made for conveying coal and iron and other materials to and from the company's property on each side of the line. Accordingly the railway company, acting under special powers, purchased from the Stavely Company the land and railways in question, and all locomotives, engines, &c., belonging to the railways and used for the purposes of the company's business. The consideration was 29,788 pounds plus an agreement on the railway company's part to continue to efficiently work the whole of the traffic of or connected with the Stavely Company's business as it had previously been worked by the latter company. It was these terms which it was contended amounted to the railway company granting exceptional terms to the Stavely Company to the prejudice of the appellants. The question there determined involved the proper construction of section 2 of the Railway and Canal Traffic Act, 1888, providing against 'undue preference,' being given by a railway company to one *rival trader* as against another trader. The Court of Appeal hold that the inequality of rates complained of might be explained and accounted for by a fair and honest bargain the consideration for which had been full conveyed to and enjoyed by the railway company. The Minister of Railways was of the opinion that the only question of law open to the appellants was that the agreement was one which the commissioners could not look at because it was illegal and void, and that when once this point of law was decided in the negative, the commissioners should give it consideration. He winds up his opinion, however, with the following pregnant words:—'Nothing that I have said is intended to apply except to a case *where land is taken and arrangements are made for what is to be done on and with reference to the land so taken.*' As he had previously said: 'If (the agreement) only provides for certain services to be rendered by the railway company on land the subject matter of the agreement. It in no way resembles an agreement to purchase goods in return for future gratuitous services to be rendered by the purchaser to the vendor.'

Looking at the statute the court was there constructing and the special facts of the case on which the decision turned, I cannot say that it is an authority for one or other of the rival contentions in this appeal, though I think the principle underlying the decision to be gathered from the last few sentences of the opinion of the M.R., quoted by me above, supports the ruling in the case before us of the Board of Railway Commissioners.

For the reasons I have given I would dismiss this appeal with costs.

IDINGTON, J.—The decision in the Montreal Street Railway Company's appeal from the same order as made herein renders the question submitted rather of an academical character.

I should have preferred this decision postponed until the judgment passed upon by the court above is to be appealed.

We may assume that the Board has jurisdiction over this appellant but until we know whether or not our decision in the other case is to stand the conflicting considerations bearing upon the question asked are somewhat perplexing.

At the threshold stands the question of the validity of the contract between the two companies.

We have not had it argued in all its bearings and much less so in the new light our decision presents it.

For the reasons I have given in the other case I think it is valid. Amongst other reasons I have given is that which I find in an Act cited, but the view I present as derived therefrom was not touched in argument if I remember correctly.

Yet the Board held or assumed it invalid or to be ended in some way.

If ended, how can appellant, having doubtless contracted with Notre Dame de Grace on the faith of that contract continuing, be dealt with justly without an examination of the contract now in question and all that upon which it is founded.

Is the contract valid or is it invalid by reason of infringing the policy of the Railway Act? Or is subsection 7 of section 317 of the Railway Act, which in terms does not include contracts like this, to be taken as the boundry of that policy and comprehending everything of a contractural nature which is to be held prohibited and void?

The appellant is surely entitled to know on what ground the Board proceeds and if it declares the contract a violation of the Act, and hence invalid, and the franchise gone as an obvious result of illegality, the appellant may, when directed to equalize its rates or fares, prefer equalizing by levelling up rather than a general lowering.

Indeed it may be a financial impossibility to do otherwise.

The power given by 8 Edw. VII., chapter 97 (Quebec) validating the by-law of Notre Dame de Grace had, so far as the legislature could, authorized the contract with the appellant to grant the franchise.

The appellant had been given by 6 Edw. VII., chapter 129 (of Dominion) the right to run upon the streets of a municipality, but only by and with the latter's consent.

Is there any implication therein that the terms contained in such consent are authorized? In solving such a question the well known practice of engrafting on such consents specific contracts can hardly have been overlooked by Parliament.

I express no opinion. I merely suggest—Is there not an implication that Parliament has sanctioned what is now complained of?

Many other views occur to me, but in any way I can look I see no escape from a consideration of the agreement in order that justice be done.

It could never have been the purpose of Parliament to remove all inequality by violating manifest principles of justice.

Certainly the powers of the Board given in some cases to sanction inequality do not indicate that anything but justice, and not mere inequality, is to be the sole guide.

The case of the Holwell Iron Company v. Midland Railway Company, 101 L.T. 695, of which report has come to hand since argument herein suggests the way the

Court of Appeal in England looked at an analogous case and statute, where the court was confined, as we are, to the mere issue of jurisdiction. What inference of fact the Board may draw we have nothing to do with.

I would allow the appeal without costs for the same reasons as in the other case.

DUFF, J.—I agree in the opinion stated by the Chief Justice.

ANGLIN, J. (dissenting).—By an order of the Assistant Chief Commissioner of the Board of Railway Commissioners for Canada, No. 7975, leave was granted to the Montreal Park and Island Railway 'to appeal to the Supreme Court of Canada from the order (No. 7405), dated May 4, 1909, upon the following question, which is hereby declared to be in the opinion of the Board a question of law, viz.: Whether it is right or proper for the Board in making the said order to overlook the contract bearing date the 7th day of November, 1907, and made between the said Montreal Park and Island Railway Company and the municipality of Notre Dame de Grace.'

The Railway Act (section 56, subsection 3) makes conclusive the opinion of the Board that any question, in regard to which leave to appeal is granted by it, is a question of law; and upon such leave being given the right of appeal is conferred.

The question, stated in the order granting leave above quoted, considered merely in itself, appears to be susceptible of more than one interpretation. It might refer to an entire exclusion of the contract as evidence, so that the Board would not be apprised of its nature and purport, or it might refer to a refusal by the Board, though fully apprised of the nature and terms of the contract, to treat its existence or the consideration upon which it is founded or the rights and obligations to which it gives rise as facts which should influence the Board in determining the issue of unjust discrimination with which they are dealing. I exclude accidental or inadvertent omission to take the contract into consideration as something which it cannot have been intended to submit, although the expression 'to overlook' is more often used to cover such a case than any other. An entire exclusion of the contract in the sense of a refusal to receive it in evidence, based upon its inadmissibility, would raise a question of law. But upon a determination by the Board, with the contract before it and full knowledge of its purport and effect, and of the circumstances in which it was entered into that no weight should be given to these facts or conditions in deciding whether there had or had not been unjust discrimination, a question of law cannot, I venture to think, arise, in view of the provisions of section 318 that 'the Board may determine as questions of fact whether or not traffic is or has been carried under substantially similar circumstances and conditions, and where there has in any case been unjust discrimination, &c.' Nevertheless if the question upon which the Board intended to give leave to appeal be whether it has the right so to determine, the statute apparently precludes our treating it as a question of fact notwithstanding that, under section 318, an issue of unjust discrimination is to be disposed of as a question of fact.

Upon an examination of the record, I find that the agreement referred to was admitted in evidence. I find that its terms were discussed and the report of the proceedings leaves no doubt in my mind that the Board was fully apprised of those terms and of the circumstances in which the contract was made. The remarks of the learned Chief Commissioner in disposing of the complaint of unjust discrimination make it abundantly clear to me that he was cognizant of all these matters. It is equally clear that he determined that proof of the existence of these facts and conditions would not aid the railway company in establishing to the satisfaction of the Board that the discrimination which had been shown or admitted was not unjust within the meaning of the Railway Act. It would, therefore, seem that the question upon which it was really intended to give leave to appeal was not whether the contract and the circumstances surrounding it should be excluded as inadmissible evidence, but was in reality whether, having before it the contract and all necessary and proper information and evidence in regard thereto, it was right and proper for the Board to decide that no weight or effect should be given to these facts and circumstances in the determination of the question whether the discrimination is or is not unjust in this particular case.

That the evidence in question was admissible, if for no other reason, to enable the Board properly to consider whether or not the special rates accorded by the appellants to passengers to and from Notre Dame de Grace are in the interests of the public, I entertain no doubt. If the giving of these special rates was not 'necessary for the purpose of securing . . . . the traffic in respect of which' they are given, so as to bring this case within section 319, it seems obvious that there may be cases covered by that section, which closely resemble this case. It is, I think, impossible to say that in no circumstances and under no conditions can an agreement for special rates be in the public interest, or be something which may affect the justice or injustice of a discrimination. But the admissibility of such evidence is one matter; the weight to be attached to it, or whether it is entitled to any weight in any particular case are very different matters; and it is because of the disregard of the contract by the Board in determining not to give it any weight in this case, that, if at all, the appellant may have ground for complaint.

Again, the words 'whether it is *right* or proper, &c.,' present an ambiguity and a difficulty. If they mean whether the Board had the right, in the sense of the power, to disregard these matters as not entitled to weight in determining the justice or injustice of the particular discrimination (which may perhaps be regarded as a question of law) in view of the provision of section 318 that question must, I think, be answered affirmatively. But if, as was argued, it was intended that this court should be asked to say whether, having the power so to deal with this evidence, the Board properly exercised that power and properly determined that these matters were not entitled to weight in disposing of the issue before it, I am, with respect, unable to conceive how that can be regarded as a question of law. The weight and effect which should be given by the Board to any evidence adduced before it upon an issue of unjust discrimination must in view of the provisions of section 318 be always a question of fact. I think we should therefore assume that the Board did not intend to give leave to appeal upon this possible aspect of the question stated in the order.

To summarize: If, notwithstanding that the contract was in fact admitted in evidence and its terms and the circumstances in which it was made were apparently placed before the Board and were considered by it for the purpose of determining whether any weight should in the circumstances of this case be attached to them, the question for our determination is whether this evidence was or was not admissible, and if I thought that what had taken place was really an exclusion of the evidence as irrelevant, I would be of opinion that this appeal should be allowed. But having regard to the proceedings before the Board and to the remarks of the learned Chief Commissioner, I find it impossible to take this view of the matter. I, therefore, conclude that the real question submitted is whether, as a matter of law, the Board in dealing with this evidence, which was before it, had the right to 'overlook' or disregard it, in the sense of putting it out of consideration, because it was in their opinion, in the circumstances of this case, not entitled to weight; and to that question, in my opinion, having regard to section 318 of the Act, the answer must be that in so doing the Board was within its rights.

As already stated, I cannot conceive that the Board intended to submit for our consideration the question—what weight, if any, should be given by it to such a contract as a circumstance affecting an issue of unjust discrimination; and as this is apparently not necessarily the construction of the question as stated, I think we should not assume that this was the question upon which the Board gave leave to appeal as a question of law. Neither do I understand that we are asked to determine as an abstract question, whether or not, under any or all circumstances, the policy of the Railway Act requires that the Board should refuse to attach any weight to an agreement between a railway company and a municipality which provides for special rates on the ground that its existence can in no circumstances have any bearing upon an issue of unjust discrimination. We are dealing with an appeal in a concrete case, and I confine my expression of opinion entirely to that case.

For these reasons I would dismiss this appeal with costs.

Accepting the above view the Board has been compelled to decline consideration of several cases arising out of through traffic over provincial roads. A manufacturer in Quebec complained that he was unable to get cars. He was located upon a provincial railway, his traffic went from this railway upon a road subject to federal jurisdiction to destination. It was felt that, under the judgment of the Supreme Court, no relief could be afforded.

It might be added that possibly the question as framed in the appeal of the Montreal Park and Island Company was rather unfortunate. The real question was not whether it was right and proper for the Board to overlook the contract of November 7, 1907, but whether it was binding upon the Board, in other words whether the contract had tied the hands of the Board in dealing with the situation as it affected the public. The contract was not 'overlooked,' it was considered by the Board and the opinion expressed that the Board had authority to dispose of the contest without regard to the contract. The same thing had been held by the Board in the judgment in connection with the Toronto viaduct case and that view was sustained by the Supreme Court.

IN THE SUPREME COURT OF CANADA.

Friday, the eleventh day of March, A.D. 1910.

PRESENT:

The Rt. Hon. Sir CHARLES FITZPATRICK, K.C.M.G., *Chief Justice.*
The Hon. Mr. JUSTICE GIROUARD,
The Hon. Mr. JUSTICE DAVIES,
The Hon. Mr. JUSTICE IDINGTON,
The Hon. Mr. JUSTICE DUFF,
The Hon. Mr. JUSTICE ANGLIN.

BETWEEN

The Montreal Park and Island Railway Company
(Respondents before the Board of Railway Commissioners)
Appellants;

AND

The Corporation of the City of Montreal
(Complainants before the Board of Railway Commissioners)
Respondents;

AND

The Montreal Street Railway Company
(Respondents before the Board of Railway Commissioners)

The above named appellants having obtained leave by order of the Board of Railway Commissioners for Canada, No. 7975, dated the first day of June, in the year of Our Lord one thousand nine hundred and nine, to appeal to this court on a question which in the opinion of the said The Board of Railway Commissioners is a question of law, from the order of the said The Board of Railway Commissioners for Canada, No. 7045, dated the fourth day of May, in the year of our Lord one thousand nine hundred and nine, whereby it was ordered that the above named appellants do grant the same facilities in the way of service and operation, including the rates to be charged by them to the people residing in Mount Royal ward in the city of Montreal that they grant to the people residing in the town of Notre Dame de Grace; and that they forthwith enter into the necessary agreements for the purpose of removing the unjust discrimination complained of by the corporation of the city of Montreal in the above matter; and that with respect of through traffic over the Montreal Street Railway, the Montreal Street Railway Company do enter into any agreement or agreements that may be necessary to enable the appellants to carry out the provisions of the said order, and the said appeal having come on to be heard before this court on the sixteenth day of December, in the year of our Lord one thousand nine hundred and nine, in the presence of counsel as well for the appellants as for the respondents, whereupon and upon hearing what was alleged by counsel aforesaid this court was pleased to direct that the said appeal should stand over for judgment and the same coming on this day for judgment this court did order and adjudge that the said appeal should be and the same was allowed, and that the said order, No. 7045, of the Board of Railway Commissioners for Canada, dated the fourth day of May, in the year of our Lord one thousand nine hundred and nine, as against the above named appellants should be and the same was reversed and set aside.

And this court did further declare that the said The Board of Railway Commissioners for Canada in making the said order, No. 7045, of the fourth day of May, in the year of our Lord one thousand nine hundred and nine, erred in refusing to admit as evidence the contract bearing date the seventh day of November, in the year of our Lord one thousand nine hundred and seven, and made between the above named appellants and the municipality of Notre Dame de Grace, and did order and adjudge the same accordingly.

And this court did further order and adjudge that the matter of the complaint of the above named respondents of the first day of February, in the year of our Lord one thousand nine hundred and nine, in respect of which the said order of the Board of Railway Commissioners for Canada, No. 7045, dated the fourth day of May, in the year of our Lord one thousand nine hundred and nine was made, should be and the same was referred back to the said The Board of Railway Commissioners for Canada for a re-hearing.

And this court did further order and adjudge that the said respondents should and do pay to the said appellants the costs incurred by the said appellants in this court.

Certified,
(Signed) E. R. CAMERON,
Entered Fol. 169, J.B. No. 6, J.L. *Registrar*

IN THE SUPREME COURT OF CANADA.

Friday, the eleventh day of March, A.D. 1910.

PRESENT:
The Rt. Hon. Sir CHARLES FITZPATRICK, K.C.M.G., *Chief Justice*
The Hon. Mr. JUSTICE GIROUARD,
The Hon. Mr. JUSTICE DAVIES,
The Hon. Mr. JUSTICE IDINGTON,
The Hon. Mr. JUSTICE DUFF,
The Hon. Mr. JUSTICE ANGLIN.

BETWEEN

The Montreal Street Railway Company
(Respondents before the Board of Railway Commissioners)
Appellants;

AND

The Corporation of the City of Montreal
(Complainants before the Board of Railway Commissioners)
Respondents;

AND

The Montreal Park and Island Railway Company
(Respondents before the Board of Railway Commissioners)

The above-named appellants having obtained leave by order of the Board of Railway Commissioners for Canada, No. 7976, dated the eighth day of June, in the year of our Lord one thousand nine hundred and nine, to appeal to this court on a question which in the opinion of the said the Board of Railway Commissioners for Canada is a question of law, from the order of the said the Board of Railway Commissioners for Canada, No. 7045, dated the fourth day of May, in the year of our Lord one thousand nine hundred and nine, whereby it was ordered that the Montreal Park and Island Railway Company do grant the same facilities in the way of service and operation including the rates to be charged by them to the people residing in Mount Royal ward in the city of Montreal that they grant to the people residing in the town of Notre Dame de Grace; and that they forthwith enter into the necessary agreements for the purpose of removing the unjust discrimination complained of by the corporation of the city of Montreal in the above matter; and that with respect to through traffic over the Montreal Street Railway the above named appellants do enter into any agreement or agreements that may be necessary to enable the Montreal Park and Island Railway Company to carry out the provisions of the said order, and having also obtained leave by order of the Hon. Mr. Justice Duff, one of the judges of this court, dated the twenty-eighth day of June, in the year of our Lord one thousand nine hundred and nine, to appeal to this court on a question of jurisdiction from the said order of the Board of Railway Commissioners for Canada, No. 7045, dated the fourth day of May, in the year of our Lord one thousand nine hundred and nine, and the said appeal having come on to be heard before this court on the fifteenth and sixteenth days of December, in the year of our Lord one thousand nine hundred and nine, in the presence of counsel as well for the appellants as for the respondents, whereupon and upon hearing what was alleged by counsel aforesaid this court was pleased to direct that the said appeal should stand over for judgment and the same coming on this day for judgment this court did declare that the Board of Railway Commissioners for Canada had no jurisdiction to make the said order, No. 7045, dated the fourth day of May, in the year of our Lord one thousand nine hundred and nine, against the said appellants and did order and adjudge the same accordingly.

And this court did further order and adjudge that the said appeal should be and the same was allowed and that the said order of the Board of Railway Commissioners for Canada, No. 7045, dated the fourth day of May, in the year of our Lord one thousand nine hundred and nine, as against the above-named appellants, should be and the same was reversed and set aside.

And this court did further order and adjudge that the said respondents should and do pay to the said appellants the costs incurred by the said appellants in this court.

Certified,
(Sgd.) E. R. CAMERON,
Registrar.

Entered Fol. 167, J.B. No. 6 J.L.

EXPRESS TRAFFIC INQUIRY.

Much progress has been made in this matter during the year and unless unforeseen delays occur it is hoped that most of the questions under discussion and consideration will soon be disposed of.

Regarding the position of the Railway Act as it refers to express companies, the following is a judgment delivered by the Board in the month of May, 1909, upon an application made by the Commercial Acetylene Company against the Canadian and Dominion Express Companies for an order directing the express companies, operating in Canada, to receive a certain commodity manufactured by the applicants:—

The CHIEF COMMISSIONER.—The applicants ask for an order compelling the express companies operating in Canada to accept and carry a commodity manufactured by them, consisting of gas absorbed in asbestos encased in copper or metal tanks. The companies have refused to carry these tanks upon the ground that they are dangerous, or liable to explode, but in the view we take of the matter it is not necessary to deal with the validity of these objections, or with the nature of the contracts between the express companies and the railway companies.

The fundamental question is whether the Board has power to require express companies to carry any class of commodity they object to, or refuse to accept.

The group of clauses from section 348 to 354 of the Railway Act are, with section 17, sub-section 6 and section 2, sub-section 9, the provisions relating to express companies, and show the control that Parliament has conferred upon the Board over them. Is there anything in these sections that empowers the Board to require these companies to grant the applicant's request? The main group of clauses is headed 'Express Tolls,' and generally speaking they refer chiefly to tariffs, and conditions and contracts limiting liability for carriage, and as to these matters all the provisions of the Act relating to freight tolls and tariffs, so far as applicable, are to apply to express companies.

Section 352 provides that the Board may by regulation, or in any particular case, prescribe what is carriage or transportation of goods by express.

Section 353, sub-section 3 (b) provides that the Board may in any case or by regulation 'prescribe the terms and conditions under which goods may be collected, received, cared for or handled for the purpose of sending, carrying, or transporting them by express, or under which goods may be sent, carried, transported or delivered by express by any such company, person or corporation,' and it was upon this section that the principal argument was based in support of the Board's jurisdiction. It does not seem to us that this can fairly be read to mean more than that when an express company decided to carry any particular class of goods, the Board may prescribe the terms and conditions under which the collection, receipt, care for and handling of the same shall take place, and this view is strengthened when this clause is found among a group of sections that do not seem to be dealing with anything except tariffs, tolls and contracts or conditions limiting liability.

The 'terms and conditions,' governing the collection, receipt and handling of goods that the Board might deem proper to impose under this sub-section, relate to the extent to which liability may be impaired, restricted or limited under sub-section 3 (a).

The Act does not confer upon the Board as wide jurisdiction over express companies as it does over railway companies, and of course jurisdiction is limited to such matters that the Act plainly and clearly covers. There should be no straining after jurisdiction, and as we read this clause it is limited as above indicated.

It was also argued that section 333 (1) gave jurisdiction, but we think this relates only to contracts 'limiting liability,' after a company has decided to accept or collect for carriage any particular commodity.

Whether it was the intention of Parliament to limit the control of express companies to tariffs, tolls, conditions and contracts or not, it seems to us the above is the only fair reading of the Act, and we are of opinion that express companies are at liberty to exercise their own discretion in refusing to carry by express any particular commodity.

The Assistant Chief Commissioner and Mr. Commissioner McLean concurred.

RESUSICITATION FROM APPARENT DEATH CAUSED BY ELECTRIC SHOCK.

The Board having had its attention drawn by its electrical engineer to accidents caused by electric shock, in which the persons receiving the shock lapsed into insensibility and were in danger of death unless efforts were immediately made at resuscitation, decided to send a circular letter to all companies using electricity, calling their attention to the matter with a view to preventing, as far as possible, the danger referred to. The following was the circular sent:—

Circular No. 37. May 3, 1909.

Resuscitation from Apparent Death from Electric Shock.

Under direction of the Board, I inclose you herewith a copy of the report of the Board's Electrical Engineer, dated the 29th of April, 1909; and am directed to ask what steps have been taken by your company to notify its men in regard to the methods for resuscitation as suggested by the electrical engineer. I am also directed to state that supplement to the *Electrical World and Engineer,* dated September 6, 1902, contains full instructions in the matter.

A. D. CARTWRIGHT,
Secretary.

April 29, 1909.

G. A. MOUNTAIN, Esq.,
Chief Engineer Railway Commission.

DEAR SIR,—

Re Resuscitation from Apparent Death from Electric Shock.

Yesterday while inspecting a wire crossing at the Elgin Street subway at Brantford, Ontario, I learned from the Grand Trunk Company's section foreman some particulars regarding the death by electric shock of one of their sectionmen on April 8 last.

The foreman assured me that a small burn on one finger of the deceased was the only visible sign of injury on the latter's body. In reply to my inquiry as to whether any one had attempted to revive the deceased by means of artificial respiration, the foreman replied, 'Oh, no, the doctor said he was dead, and his body was carried away.' I proceeded to explain to the foreman that many persons shocked into insensibility—and apparently dead—had been revived by the same method that is employed to revive persons apparently dead from drowning, and, that so many cases of complete revival were well known that it was always worth trying, and trying constantly for several hours, to revive any one who had been shocked into insensibility no matter how many pronounced the victim dead. To my astonishment the foreman replied, 'I guess you are right, because one of our gang used to be a lineman and he had some fingers burnt off. He says he was stone dead for two hours, but they brought him back.' With this knowledge so close at hand it seems very strange that no attempt was made to revive the man above referred to.

One of the first things I did when I became connected with the Department of Railways and Canals three years ago was to have copies of an illustrated sheet, entitled, 'Resuscitation from apparent death from electric shock,' distributed amongst the various places belonging to the department where electrical energy was generated, received, or used.

I am attaching hereto a copy of this sheet, in view of the circumstances outlined above, it is, in my opinion, very desirable to have the railway companies directed to supply the information contained in this sheet to all their employees without delay.

An unfortunate circumstance in connection with this question is that some medical men—apparently not familiar with the fact that many persons have been revived who would otherwise have died—actually interfere and deter willing persons in their well-meant attempts by announcing that the victim is dead.

On the other hand, generally speaking, the medical profession now recognizes the value of the means described and illustrated in the attached sheet.

Yours truly,

(Signed) JOHN MURPHY,
Electrical Engineer.

INTERSWITCHING.

This matter, as stated in the last report, was dealt with under order of the Board dated July 8, 1908, order No. 4988, which came into effect on September 1, 1908. The question as to the intent and effect of the general interswitching order having been raised by the Canadian Pacific Railway Company and the matter having been the subject of considerable correspondence between the Board and the parties interested, the Board for the purpose of making clear the said order, on January 21, 1910, issued the following circular:—

January 21, 1910.

Circular No. 45.

File 6713, re Interswitching.

Differences of opinion appear to have arisen between some of the railway companies and the public as to the scope of the order of the Board, No. 4988, dated July 8, 1908, known as the general interswitching order, and judging from their interswitching tariffs, these differences do not seem to be non-existent as between the companies themselves.

While of the opinion that the language of the order is clear beyond misinterpretation, the Board declares that, for the purposes of the order,—

(*a*) The maximum interswitching distance is unqualified, and means, as stated, '*any* distance not exceeding four miles . . . from the nearest point of interchange,' regardless of the location of the point of interchange, or of station yard limits, or any other limits or boundaries.

(*b*) Clause 10 of the order refers, as stated, 'to ordinary freight service from station to station,' that is, traffic originating at the common point, as distinguished from interswitched joint traffic.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

JUDGMENTS OF THE BOARD.

A summary of the principal judgments delivered by the Board for the year ending March 31, 1910, prepared by the law clerk, Mr. A. G. Blair, will be found under Appendix 'C.'

ROUTINE WORK OF THE BOARD.

RECORD DEPARTMENT.

As stated in the last annual report, this department was placed in charge of Mr. E. W. McNeill, as record officer on March 1, 1909, who has discharged his duties in an efficient and capable manner, more especially when it is borne in mind that the work in connection with the record department has almost doubled in the last year, as will be seen by reference to the table submitted below. A statistical branch has been formed in connection with the record department, and Mr. F. R. Demers has been given special charge over this work, he being given the title of 'Statistical Clerk' and having compiled a table classifying the applications, complaints, &c., made to the Board under the various sections of the Railway Act. This classification will be found under Appendix 'J.'

No reference has been made in the table given below to the outgoing letters, circulars, &c., but it may be stated that these number for the year ending March 31, 1910, 33,337, being an increase over the previous year of 9,807. The services of an additional clerk were required, and Mr. D. H. Chambers has been temporarily employed in this capacity.

The following is a table of formal applications, complaints, reports of accidents, reports on crossings, and reports on conditions of stations for the year ending March 31, 1910. With regard to reports on stations, there are, it might be stated, in the operating department some 700 reports, of which files have not been made, it being found more practicable to have these reports filed with the operating department and so relieve the Board's records to that extent:—

No. of applications made	3.921	
No. of complaints (informal)	494	
No. of reports of accidents	892	
No. of reports of crossings	331	
No. of reports on condition of stations	487	
Total No. of files made during the year ending March 31, 1910	6,125	
Total No. of files made during the year ending March 31, 1909	3,479	
Increase		2,646
Total No. of filings for year ending March 31, 1910	30,900	
Total No. of filings for year ending March 31, 1909	27.383	
Increase		3.517
No. of orders issued for year ending March 31, 1910	3,310	
No. of orders issued for year ending March 31, 1909	2,249	
Increase		1,061

INFORMAL COMPLAINTS.

It is desirable to call attention to the number of informal complaints dealt with by the Board. These number 494. Heard at public sittings of the Board and so disposed, 519. Deducting this number from the total number, 3,921 applications, filed with this Board, it will be noted that approximately 3,856 applications, including the informal complaints were disposed of without the necessity of a hearing.

SECRETARY'S DEPARTMENT.

Since the publication of the last annual report two additions have been made to the staff, namely, T. H. Casey, as clerk and stenographer, was appointed on August 10, 1909, and Miss I. M. Vogan, as stenographer, on December 22, 1909. There has been one resignation, namely, that of Mr. G. F. Perley. In other respects, no change has taken place in this department.

TRAFFIC DEPARTMENT.

No increase has been made in the staff of this department since the publication of the last annual report. The vacancy created by the resignation of C. N. Ham has been filled by the appointment of Mr. W. G. R. Wainwright. A statement of freight, passenger, telephone, and express schedules filed with the Board between April 1, 1909, and March 31, 1910, will be found in conjunction with the report of the chief traffic officer under Appendix 'B.'

ENGINEERING DEPARTMENT.

No change has been made in the number of the staff in this department other than that Mr. N. Cauchon, who was appointed as assistant engineer on May 1, 1908, has resigned from such position and the vacancy thereby created has not yet been filled by the appointment of a successor. A list of the examinations and inspections made by the Engineering Department for the year ending March 31, 1910, will be found under Appendix 'F.'

OPERATING DEPARTMENT.

Since the publication of the last annual report the Board has had under consideration the creation of an operating department in which would be merged the department hitherto known and designated as the accident department of the Board. This was considered necessary in the interests of efficiency in the work of the Board. It was decided that the operating department should consist of a chief operating officer, an assistant chief operating officer (Mr. A. F. Dillinger, already on the Board's staff, to assume this position), and that Inspectors Ogilvie, Lalonde, Blyth, Clarke and McCaul should be attached to the operating department.

The position of chief operating officer was filled by the appointment of Mr. A. J. Nixon, formerly trainmaster of the Grand Trunk Railway Company at London, Ont., who assumed his duties on October 1, 1909. It was felt that the appointment of a chief executive head to this important department would result in much greater efficiency, and even in the limited time that has elapsed since Mr. Nixon's appointment, experience has proved the correctness of this view. It will be noted in this connection that the arrangement referred to in the last annual report whereby an apportionment (with respect to accident reports) of the various provinces, to be dealt with by the commissioners has been superseded by the present arrangement. The report herein for the year ending March 31, 1910, will be found under Appendix 'F.'

ACCIDENTS.

The schedules to the report of the chief operating officer give a full analysis of the accidents during the year which would have been a record one had it not been for the unfortunate accident at Spanish River—this has been and is being most carefully investigated.

OFFICES OF THE BOARD.

Reference was made in the last annual report to the inadequacy of office accommodation and the Board now understands that arrangements are practically completed whereby suitable premises will be provided within the next six months. This will afford a much needed relief, as, in order to make proper provision for the future, double the space now available in the building at present occupied is required.

APPENDIX A.

COMPLAINTS FILED WITH THE BOARD OF RAILWAY COMMISSIONERS DURING YEAR ENDING MARCH 31, 1910.

1071. Excessive rates charged by the Grand Trunk Railway Company, on ice shipped in carload lots, from Mildmay to Glencoe, Ontario.

1072. Excessive freight charges on beans from Kent county to points in the west.

1073. Canadian Northern Railway Company, not removing temporary posts placed in the North river at Shawbridge, Quebec.

1074. Central Vermont Railway Company running trains from Montreal to Waterloo, and from Marieville to St. Cessaire, Quebec, without brakeman.

1075. Delay while going from Point Rouge to Sante, caused by freight trains blocking public road.

1076. Canadian Northern Railway Company for not erecting fences along its right-of-way in the vicinity of Grand View, Manitoba.

1077. Loss of seventy-five tons of hay in the vicinity of Ponoka, Alberta, owing to fire caused by Canadian Pacific railway engine.

1078. Inadequate platform accommodation at the depot of the Canadian Northern Railway Company, at Canora, Sask.

1079. Excessive express rates of American Express Company to Waterford, Ontario.

1080. Excessive rates on wooden mantles from Windsor to Pacific coast terminals.

1081. Excessive telephone rates charged by the Bell Telephone Company for service in Deer Park, North Toronto.

1082. Canadian Pacific Railway Company, for refusing to entertain claim on shipment of apples frozen in transit.

1083. Flooding of farm crossing, south of Garnett, Ontario, by the Grand Trunk Railway Company.

1084. Poor station accommodation provided by the Grand Trunk Railway Company at Garnett, Ontario.

1085. Delay in delivery of goods shipped by express to Cobalt, Ontario, by Dominion Express Company via North Bay.

1086. Excessive freight rates charged by the Canadian Pacific Railway Company on lumber from Vancouver, British Columbia, to Winnipegosis, Manitoba.

1087. Flooding of lands at Stonefield, Quebec, owing to the Canadian Northern Railway, or contractor, diverting creek.

1088. Proposed location of the Canadian Pacific Railway Company's elevator at Crossfield, Alta., as it would result in blocking of street crossing.

1089. Existing condition of road bed facilities for the handling of passengers, baggage, freight, &c., by the N.W. Southern Railway.

1090. Dangerous condition of crossing south of the Canadian Pacific Company's bridge over the Thomson river, Kamloops, B.C.

1091. Dangerous condition of highway crossing on the Canadian Pacific Railway, west of Parkbog, Sask.

1092. Poor train connection at St. Hyacinthe Junction, between the Quebec, Montreal and Southern Railway, and the Intercolonial Railway.

1093. Loss of goods in transit and difficulty in obtaining redress from railway companies.

1094. Excessive rates charged by the Canadian Pacific Railway Company, on stone, from western Ontario to Hartland, N.B.

1095. Excessive freight rates charged by the Canadian Pacific Railway Company, car No. 147566, from Calgary to Bassano, Alta.

1096. Train service and bad condition of branch lines through the province of Ontario.

1097. Grand Valley Railway Company not settling for land taken for railway purposes in the village of St. George, township of Dumfries.

1098. Grand Trunk Railway Company, for removing cattle guards from farm crossing on line between Galt and Preston, known as 'Moscript Farm.'

1099. Poor train service furnished by the Lake Erie, Essex and Detroit River Railway Company from Harrow to Walkerville.

1100. Refusal of the Grand Trunk Railway Company, to refund unused portion of ticket, Winnipeg to Belleville, Ont.

1101. Length of section given section foreman on the Brandon, Saskatchewan and Hudson Bay Railway.

1102. Train service furnished by the Canadian Pacific Railway Company and Grand Trunk Railway Company, to and from Inglewood, Ont.

1103. Excessive rates on milk, shipped by the New York Central lines, from St. Timothé, county of Beauharnois, to Montreal, Que.

1104. Excessive freight rates charged, and poor service given by the Grand Trunk Railway Company, between Three Rivers and St. Celestin, Que.

1105. Serious loss caused to farmers, in the vicinity of Plumas, Man., owing to cattle killed, on the Canadian Northern Railway, caused by fences not being erected.

1106. Cattle killed in the district of Churchbridge, Sask., owing to non-erection of fences by the Canadian Pacific Railway Company.

1107. Dangerous condition of crossing near Mara Station, B.C., on the Shuswap and Okanagan Railway.

1108. Canadian Pacific Railway Company, for not settling claim for damages, caused by taking over additional lands and burning of pasture by passing engines, in the vicinity of Nutana, Sask.

1109. Discrimination in express rates from Forest to different points in Canada.

1110. Poor construction of railway crossings on the Dolover Railway.

1111. The bad condition of ditches along the line of the Quebec, Montreal and Southern Railway, in the parish of Varennes, Que.

1112. Condition of farm crossing on the Canadian Pacific Railway at Cap Santé, Que.

1113. The Canadian Pacific Railway Company taking possession of land for the construction of its Moosejaw-Lacombe Branch, and not settling with the owner.

1114. Excessive rates charged by the Canadian Pacific Railway Company on refrigerators, bicycles, and other articles shipped from Toronto to Calgary, Alta.

1115. Excessive freight rates charged on goods shipped to Maria, Que., from January 20 to April 20, 1909.

1116. Refusal of the Canadian Northern Railway Company to erect fences along its right-of-way, opposite farm at Blackfoot Hills, Alta.

1117. Freight rates charged on hogs to Montreal, as same discriminates in favour of the packers, against the shippers.

1118. Excessive charges by the Canadian Pacific Railway Company on shipment of settlers effects from Carnduff, Sask., to Zealandia, Sask.

1119. Cattle guards used at the crossing of the Quebec, Montreal and Southern Railway, at La Baie du Febvre, Que.

1120. Express rates to and from Rivière à Pierre, Que.

1121. Sale of telegraph line between Wollesley and Baden to private parties for telephone purposes.

1122. Discrimination in favour of United States shippers, on canned goods for lake and rail shipments, by Canadian roads.

1123. Poor facilities for loading milk, and the arrangements for passengers getting on and off westbound trains, on the Grand Trunk Railway at Gore Station, Que.

1124. Canadian Northern Railway Company, for allowing snow fences to remain on the complainant's property until April 22, resulting in the flooding of his farm at Carman.

1125. Condition of highway crossing lying in the centre of section 11. township 11, range 3 west, on the Grand Trunk Railway, at St. François Xavier, Man.

1126. Flooding of farm, due to Grand Trunk Railway Company putting in a four-inch pipe through roadbed, east of Jarvis.

1127. Additional tracks across Hamilton Street, Regina, Sask., on the Canadian Pacific Railway.

1128. Condition of roadbed on the Penetang Branch, and Midland Division from Orillia to Midland, Ont., of the Grand Trunk Railway Company.

1129. Canadian Northern Railway Company, for not settling for land taken for the construction of the Carman Branch.

1130. Condition of approaches to and from station at the junction of the Canadian Pacific Railway, and the Central Ontario Railway, in Hastings county.

1131. Blocking of crossing by the New York Central Railroad, near Huntingdon, Que.

1132. Excessive freight rates on brick from Perth to Smith's Falls compared with rates from Smith's Falls to Ottawa, on the Canadian Pacific Railway.

1133. Canadian Pacific Railway, for refusing to entertain a claim for shipment of beer from Michel, B.C., to Coleman, Alta., frozen in transit.

1134. Boston and Maine Railroad Company, for discriminating in favour of American shippers in the matter of demurrage charges; also against excessive freight rates on asbestos sand to Ayer's Cliff, Que.

1135. Train service to and from Lakefield terminus, on the Grand Trunk Railway Company's line from Port Hope north.

1136. Classification of iron and steel.

1137. Moving of station from Bissetts, Ontario, by the Canadian Pacific Railway Company.

1138. Proposed supplement 12, C.R.C., 294, of the Canadian Northern Quebec Railway Company, in reference to advance freight rates on wood pulp.

1139. Quebec, Montreal and Southern Railway Company, for taking more land than they had purchased for right-of-way purposes in the vicinity of Nicolet, Quebec.

1140. Proposed road diversion at Pierreville (Indian reserve), Quebec, Montreal and Southern Railway.

1141. Intercolonial Railway Company, for unjustly relieving a telegrapher of his position at Petit Rocher, N.B.

1142. Whistling of Canadian Pacific Railway Company's locomotives at Almonte, Ont.

1143. Canadian Pacific Railway Company, for encroaching on property in south-east quarter of section 10, township 18, range 2, east of principal meridian, Man.

1144. Condition of crossing between sections 10 and 15, township 9, range 22, municipality of Alexander, Man., on the Canadian Northern Railway.

1145. Excessive rates charged for the use of telephone at Dominion Park, Montreal, by the Bell Telephone Company.

1146. Dangerous condition of highway crossing between concessions 6 and 7, township of Tay, Ont., on the Georgian Bay and Seaboard Railway.

1147. Canadian Northern Railway Company, for not having right-of-way fenced at Notana Crossing, Kissing, Sask., resulting in cow being killed.

1148. Flooding of land at Katrine, Man., owing to the Canadian Northern Railway Company neglecting to remove snow fences.

1149. Excessive freight rates charged by the Canadian Pacific Railway Company on traction engine separator, tank and equipment, from Regina to Olds, Alta.

1150. Excessive switching charges on carload of hay, by the Grand Trunk Pacific Railway.

1151. Excessive freight rates on the White Pass and Yukon route.

1152. Bad condition of crossing, section 16-53-25-4, province of Alberta, on the Grand Trunk Pacific Railway; also on the Canadian Northern Railway, river lots 23 and 24, 54, 25, 4.

1153. Excessive rates charged by the Ottawa and New York and Canadian Pacific Railway Companies, on a steam cutter from Rutland, Vt., to Hull, Que., and back to Rutland, Vt.

1154. Condition of ditches along Canadian Northern Railway Company's right-of-way opposite section 23, 2, 8, east and 23, 2, 7, east, municipality of Stuartburn, Man.

1155. Removal of farm crossing in lot No. 4, Ste. Eulalie, county of Nicolet, by the Grand Trunk Railway Company.

1156. Loss of piece of baggage shipped from North Portal to Killam, Alta.

1157. Bad condition of crossing on the Canadian Northern Railway near lots 23 and 24, 54, 25, 4, province of Alberta.

1158. Bad condition of crossing on the Grand Trunk Pacific Railway in section 16, 53, 25, 4, province of Alberta.

1159. Overcharge on shipment of six horses from McGregor to Toronto by Michigan Central Railroad Company, owing to error in quotation on the part of the agent.

1160. Excessive rates charged on carload of sand shipped from Ridgeway to Amagari, Ont., by the Grand Trunk Railway Company.

1161. Condition of Galbraith's crossing, north of Burketon Junction, Ont., on the Pontypool, Lindsay and Bobcaygeon Railway (G.T.R.).

1162. Canadian Pacific Railway Company, for not erecting fences along right-of-way opposite farm at Balgonie, Sask., resulting in two cows being killed.

1163. Canadian Northern Railway Company, for not properly fencing its right-of-way between Shevlin and Roblin, Man.

1164. Canadian Northern Railway Company (N.P. & N. Ry.) for encroaching on the road allowance in the municipality of Cameron, Man.

1165. Through rates being higher than combination of locals.

1166. Canadian Pacific Railway Company, for not erecting fences along right-of-way in the vicinity of Harrops, B.C., resulting in a cow being killed.

1167. Lack of accommodation for loading of freight at Charlton, on the Temiskaming and Northern Ontario Railway.

1168. Cancellation of commodity rates from Toronto to the maritime provinces on stamp ware, enamelled ware, and other articles.

1169. Canadian Northern Railway Company, for neglecting to erect fences along right-of-way opposite farm at Cordova, Man.

1170. Canadian Northern Quebec Railway Company (Montford branch), for neglecting to keep in proper shape, bridge at St. Sauveure, Que., and allowing fences along old right-of-way to become dilapidated.

1171. Discrimination on the part of the Canadian Pacific Railway Company against Muniac and in favour of Plaster Rock relating to rate on hardwood lumber.

1172. Train service between Port Moody and Agassiz, and facilities for shipping milk and fruit at Dewdney, B.C., on the Canadian Pacific Railway.

1173. Proposed increase in freight rates on nails, wire and kindred products from St. John, N.B., to Quebec Central points, by the Canadian Pacific railway.

1174. Proposed increase in freight rates on bar iron, nails, &c., from St. John, N.B., to Quebec Central points, by the Canadian Pacific Railway.

1175. Canadian Northern Railway Company, for not erecting fences along right-of-way between Humeston and Berton Sidings, Manitoba.

1176. Excessive rates charged by the Dominion Express Company on parcels containing electro-types.

1177. Canadian Pacific Railway Company, for neglecting to erect fences along right-of-way opposite farm at Guelph Junction, Ont.

1178. Excessive rates charged by Dominion Express Co. to and from Petit Brule.

1179. Lack of proper loading and shipping facilities of C.P.R. at Battleford, Sask.

1180. Canadian Northern Railway Company, for running light engines from Roblin to Kamsack without a conductor in charge.

1181. Canadian Pacific Railway Company, for abolishing all farm crossings existing in the township of Newton, county of Vaudreuil, convenience of Mrs. de Beaujeu's property.

1182. Shortage in weight of cars of grain unloaded at Fort William and Port Arthur.

1183. Employers of labour not carrying out clause in Lord's Day Act regarding one day's rest.

1184. Rate on canned goods and jam, Calgary to Vancouver, and discrimination in favour of British exporter.

1185. Interchange of through passenger traffic at through rates between the Canadian Northern Railway and the Canadian Pacific Railway Companies, from and to their respective railways in the provinces of Alberta, Saskatchewan, Manitoba, and the western part of Ontario.

1186. Inefficient netting mesh used by Great Northern Railway Company's locomotives between Vancouver and New Westminster, B.C.

1187. Canadian Pacific Railway Company's proposed tariff, between St. John and Quebec Central points.

1188. Canadian Pacific Railway Company, for neglecting to fence right-of-way opposite farm at Belle Plaines, Sask.

1189. Railway Companies not erecting fences on right-of-way in the vicinity of Woodbridge, Man.

1190. Proposed porterage charge of 25 per cent a ton to go into effect after Monday, July 25, 1909, at Montreal and Quebec.

1191. Train service on the Haliburton and Coboconk branches of the Grand Trunk Railway.

1192. Dangerous condition of highway crossings of G.T.R. in the township of Ops.

1193. Unsanitary condition of the yards and ditches on the Canadian Northern Railway, in the village of Emo, Ont.

1194. Shortage of refrigerator cars for butter shipments from Walsh, Alta., via Canadian Pacific Railway.

1195. Unsatisfactory train connection at Regina, Sask., between the Canadian Pacific and Canadian Northern Railway Companies.

1196. Michigan Central Railroad Company, for not leaving sufficient opening for flood water to get through when filling in trestle work crossing Bear creek.

1197. Delay going from Winnipeg to Beauséjour, Man., on the Canadian Pacific Railway.

1198. Excessive freight rates to Northwood, Ont., and Kent Bridge, Ont., charged by the Canadian Pacific and Grand Trunk Railway Companies.

1199. Canadian Classification ratings on manufactured rubber goods in less than carload lots.

1200. Condition of crossing at Station Avenue, Shawinigan Falls, Que., on the Canadian Northern Quebec Railway.

1201. Canadian Northern Quebec Railway, for neglecting to fence right-of-way in the parish of St. Tite, Que.

1202. Excessive passenger rates charged by the Michigan Central Railroad Company between South Woodslee and Essex, Ont.

1203. Discrimination in freight rates on brick between Pilot Butte and Regina, Sask.

1204. Canadian Northern Quebec Railway Company, for wrongful dismissal of a conductor, and for running trains without necessary brakemen.

1205. Poor station accommodation for the handling of traffic between Quyon and Shawville, Que., on the Canadian Pacific Railway.

1206. Planking at crossings of road allowance running east and west between sections 24 and 25, township 7, range 19, west 1st meridian, municipality of Oakland, Man., on the Canadian Pacific Railway, same being too short to allow binders and threshers to go through.

1207. Canadian Northern Railway Company, for damage to property in the town of Prince Albert, Sask., owing to its location.

1208. Discrimination in Canadian Pacific Railway Company's freight rates on lumber from British Columbia, and coal from Lethbridge, to Canadian Northern Railway points as compared with rates to corresponding Canadian Pacific Railway points.

1209. Proposed increase in express rates, on fruit from Queenston to Toronto, by Dominion and Canadian Express Companies.

1210. Dangerous conditions of crossings in the municipality of Maisonneuve, Que., on the Canadian Northern Quebec and Montreal Terminal Railways.

1211. Excessive freight rates charged on settler's effects from Chesterville to Islay, Alta., by the Canadian Northern Railway Company.

1212. Refusal of railway company to accept for export, oats loaded in cars at less than 90 per cent of the capacity of the cars, at Chatham, Ont.

1213. Canadian Pacific Railway Company, for not replacing two gates removed by them, lot 2, con. 7, township Cavan, Ont.

1214. Flooding of land, by the Canadian Northern Railway Company owing to drain running from round house at Humboldt, Sask., eastward to section 20-32-22, west 2.

1215. Grand Trunk Pacific Railway Company, for failing to provide suitable apparatus for the handling of their drawbridge at West Fort, Ont.

1216. Dangerous condition of Main Street crossing, Hawkesbury, Ont., on the Grand Trunk Railway.

1217. Rates on the Central Ontario Railway, into and out of Frankford, Ont.

1218. Grand Trunk Pacific Railway Company, for not fencing right-of-way or putting in crossings in the vicinity of East Clover Bar, Alta.

1219. Missisquoi Marble Company, for removing rails from line leading to breakwater and pier at Philipsburg, Que.

1220. Excessive express rates on fruits, from California points to Vancouver, B.C.

1221. Increased minimum rate or weight in cars, from 30,000 to 34,000 lbs., on lumber shipments.

1222. Excessive freight rates on brick over the Windsor, Essex and Lake Shore Rapid Railway between Kingsville and Essex, Ont.

1223. Overcharge on shipment of skiff and equipment shipped via Canadian Express Company, from Dorval, Que., on June 9, 1909.

1224. Conditions of crossings on the Canadian Pacific Railway within the limits of the municipality of St. Théophile, Que., viz.: through ranges of St. Mathieu, St. Jean Baptiste North, St. Léon South, St. Léon North, St. Mathieu North, and St. Joseph.

1225. Two colts killed on the tracks of the Canadian Northern Railway at ½ mile east of Islay, Alta., on March 27, 1909.

1226. Train service on the Napierville Junction Railway (Q. M. and S.) between Rouses Point and St. Constant, Que.

1227. Rates and classification on motor, and vehicles of all kinds.

1228. Damage to household effects in wreck on the Grand Trunk Railway near Harriston, January 27, 1909.

1229. Loss of mare, killed by passenger train about two miles west of Humboldt, Sask., on the Canadian Northern Railway, on account of fences not being erected along right-of-way.

1230. Loss of cows killed on tracks of the Canadian Pacific Railway on account of no fences being erected along right-of-way in the vicinity of Mortlach, Sask.

1231. Increased minimum weight on carloads of lye from 30,000 to 40,000 lbs. to Pacific coast.

1232. Rates of the Canadian Northern Railway Company, on grain and cereals between Edmonton and Winnipeg, Man.

1233. Train service on the Canadian Pacific Railway between Winnipeg and Hudson Bay Junction, Sask.

1234. Canadian Northern Railway Company, for not fencing right-of-way opposite farm at Glenella, Man.

1235. Excessive charges of the Great Northern Railway Company, on shipment of goods from the Ashdown Hardware Co., Nelson, B.C., to Bonner's Ferry, Idaho.

1236. Closing of the Grand Trunk Railway Company's freight shed at Allandale, Ont.

1237. Train connection at St. Hyacinthe Junction, for the carriage of mail on the Q.M. & S. Ry., to points south and north.

1238. Blocking of under-farm crossing opposite north half lot 6, township Moore, Lambton county, by the Pere Marquette Railway Company.

1239. Train accommodation on the Quebec, Montreal and Southern Railway at Montreal South and Longueuil, Quebec.

1240. Excessive express rates charged on 20 pounds of honey from Woodstock to Fort Francis, Ont.

1241. Dominion Express Company, for not settling for crock of butter destroyed Havelock, Ont. Conductor refusing to accept excursion ticket.

1242. Canadian Pacific Railway Company, charging full fare from Toronto to Havelock, Ont., conductor refusing to accept excursion tickets.

1243. Canadian Northern Railway Company's surveyors entering upon a farm in Saskatchewan and destroying 300 bushels of oats.

1244. Dangerous condition of crossings on the Canadian Pacific Railway in the town of Farnham, Que.

1245. Dangerous condition of crossing on the Canadian Pacific Railway at First Street, in the town of Souris, Man.

1246. Dangerous condition of highway crossing on the Canadian Northern Railway along south limit of sections 10 and 11 and 12, township 18, range 22 west.

1247. Canadian Northern Railway Company, for delay in making settlement for land purchased at Glenforsa Siding, Man.

1248. Citizens' Telephone Company, for stringing wires across railway tracks, not in accordance with the regulations of the Board.

1249. Canadian Pacific Railway Company, for supplying box cars for stock shipments to Edmonton, Alta. Canadian Northern Railway Company, for making double switching charges.

1250. Excessive freight rates on stone from Gananoque, Ont., via Grand Trunk Railway to Sarnia, Ont.

1251. Increased rates on sugar from Fort William, and Port Arthur to Vancouver, B.C.

1252. Condition of highway crossings between lots 15 and 16 on third quarter line, township of Ops, on the Canadian Pacific Railway.

1253. Dangerous condition of crossings on the Canadian Northern Railway at Emo, Ont.

1254. Excessive freight charges of the Grand Trunk Railway Company on shipment of berry boxes from Oakville, Ont., to Douglas, N.B.

1255. Excessive whistling of locomotives of the Grand Trunk Railway at and around London, Ont.

1256. Excessive rates on tan bark from Bracebridge, Ont., to Buffalo and Tonawanda. N.Y., charged by the Grand Trunk Railway Company.

1257. Canadian Northern Railway Company, for charging 2 cents per cwt. on car of oats from Ogilvie elevator to C.N.R. yard, City Point.

1258. Canadian Northern Railway Company. for not providing proper crossing and fencing along their line in the vicinity of the municipality of McCreary, Man.

1259. Canadian Northern Railway Company, for refusing to settle claim for steer killed on their line, in the vicinity of Delmas, Sask., April 17, 1909.

1260. Switching charges on shipment of bituminous coal, placed on the tracks of the Cornwall Street Railway, Light and Power Company.

1261. Excessive switching charges of the Canadian Pacific Railway Company on a shipment from Montreal to Vancouver and paying for the inspection of the Canadian Pacific Railway Company's car on private property.

1262. Excessive express rates charged by the Canadian Express Company on a small parcel shipped from Munroe, Michigan, to St. John, N.B.

1263. Freight rate charged by the Canadian Pacific Railway and Canadian Northern Railway Companies on coal from Toronto to Sudbury, Ont.

1264. Discrimination by the Canadian Northern Railway Company in coal rates under tariff No. 569 effective May 25, 1909, in comparison with tariff No. 486 effective December 11, 1908, and tariff No. 327 and supplement thereto, effective January 14, 1908.

1265. Canadian Pacific Railway Company, for running line through property at Strongfield, Sask., destroying garden and not settling for damages.

1266. Freight service to and from Walkerville, Ont., on the Pere Marquette Railway.

1267. Shunting on Essa street, Allandale, Ont., by Grand Trunk Railway.

1268. Excessive freight rates charged on shipments of clothing from Ottawa to Aylmer, Que., on the Canadian Pacific Railway.

1269. Inefficient culvert to carry water under the Kingston and Pembroke Railway Company's tracks in the village of Harrowsmith, Ont.

1270. Excessive freight rates to Elm Creek, Man.

1271. Dangerous condition of crossing known as 'Crossing de la Barbotte' on the Grand Trunk Railway, and at another place near the Junction station of the Grand Trunk Railway, in the first concession of Lacolle, Que.

1272. Dangerous condition of highway crossing over the Michigan Central and Pere Marquette Railroad on the town line between the townships of Southwold and Dunwich, county of Elgin, at Iona, Ont.

1273. Facilities for shipping live stock at Churchbridge, Sask., on the Canadian Pacific Railway.

1274. Grand Trunk Pacific Railway Company, for not erecting fences, cattle-guards, or crossings in the district of Clover Bar, Alta.

1275. Excessive passenger rates (students) charged on the Southwestern Traction Company's line from Lambeth to London, Ont.

1276. Great Northern Railway Company, for not providing proper station facilities for the handling of passengers and freight, and officials refusing to sign shipping bills when receiving goods for transit.

1277. Three cows killed by the Canadian Northern Railway on November 13, 1908, near Maymont, Sask.

1278. Condition of highway crossing one mile east of the village of Hamiota, Man.

1279. Unjust discrimination of the Grand Trunk Railway Company in passenger and freight rates from Coteau Junction, Que.

1280. Condition of boarding cars on the Canadian Northern Railway between Battleford and Kamsack, Sask.

1281. Dangerous condition of the Grand Trunk Railway Company's crossing known as the 'Subway' east of the station, Trenton, Ont.

1282. Canadian Pacific Railway sectionmen starting fire along right-of-way, which spread to southeast quarter section 6, township 23, Sask., west or 3rd meridian, destroying 22 acres of wheat.

1283. Canadian Pacific Railway Company's engines setting fire to property at Alexander, Man.

1284. Overcharge of $4.50 on three first-class tickets from Montreal to Toronto by the Grand Trunk Railway, purchased on August 31, 1909.

1285. Dangerous condition of the Grand Trunk Railway Company's crossing on Church street, in the village of Mimico, Ont.

1286. Proposed removal of cattle-guards by the Grand Trunk Railway from a crossing at Holstein, Ont., to be replaced by gates.

1287. Dangerous condition of the Michigan Central and Pere Marquette Railroad Companies' crossings in the villages of Iona and Shedden, Ont.

1288. Canadian Pacific Railway Company, for discontinuing the practice of permitting customers to partly unload a car at a station before arriving at destination.

1289. Canadian Pacific Railway Company, for destroying a trunk and contents and refusing to settle for same.

1290. Inadequate platform accommodation at Creelman, Sask., on the Canadian Pacific Railway.

1291. Poor station accommodation on the Canadian Pacific Railway at Lougheed, Alta.

1292. Vancouver, Victoria and Eastern Railway Company, for not giving the public any service on their line from Cloverdale to Abbotsford, B.C., and refusing to put in crossings.

1293. Great Northern Railway Company, for collecting storage charges on a car of whisky which had been cancelled at the distillery.

1294. Grand Trunk Pacific Railway Company, for killing three sheep near Birtle, Man., and refusing to settle claim.

1295. Inflammable material left on right-of-way, and the destruction of public roads, including the roads from Yake to Copeland, and Sicamous to Vernon, B.C.

1296. Grand Trunk Railway Company, for not providing protection in the way of cattle-guards and fences along right-of-way in southeast section 6, concesison 9, township of Flos, Ont.

1297. Bell Telephone Company, for interruptions on line during conversation, resulting in loss of time (dispute as to charge).

1298. Great Northern Railway Company, for not using the tariff fixed by the Board in regard to rates on shingles.

1299. Dominion Express Company, for charging more than the legal rate on black currants from Montreal to Hamilton, Ont.

1300. Dangerous condition of the Grand Trunk Railway Company's crossing on the 7th line, municipality of Esquesing, Ont.

1301. Grand Trunk Pacific Railway Company refusing Canadian Pacific Railway Company's cars for delivery to Tofield, Alta.

1302. Canadian Pacific Railway Company, for charging over rates on lumber from Pacific coast points to Brownlee, Tugaske, and Outlook, Sask.

1303. Excessive charges by the American Express Company on surveyors' instruments, from Quebec to Thetford Mines, Que.

1304. Loss of carload of canned goods on the Canadian Pacific Railway, consigned to Saskatoon, Sask.

1305. Extra charge on express parcels from points west of Toronto on account of extra mileage by billing via St. Polycarpe, Que.

1306. Proposed location of a Canadian Northern Railway siding in N.E. ¼ section 2, Ontario.

1307. Delay in transit to hogs, on the Grand Trunk Railway, resulting in loss of $150.70.

1308. Canadian Pacific Railway Company, for charging too high a rate for hauling cars of the Quebec and Lake St. John Railway, loaded with lumber, to a lumber yard on their line.

1309. Grand Trunk Railway Company, for closing streets in the town of St. Johns, Que., and placing tracks across Jacques Cartier Street in said town.

1310. Dangerous condition of the Canadian Pacific Railway Company's crossing on John Street, Weston, Ont.

1311. Overcharge by the Canadian Pacific Railway Company, on a car of furniture from Kenora, to Vernon, B.C.

1312. Grand Trunk Railway Company, for killing three cows and refusing to settle for the loss.

1313. Dangerous condition of the Canadian Pacific Railway Company's crossing in lot 5, con. 6, tp. of Mountain, Ont.

1314. Dangerous condition of crossing of the Pere Marquette Railway in the village of Iona, Ont.

1315. Dangerous condition of crossing of the Pere Marquette Railway in the village of Shedden, Ont.

1316. Dangerous condition of crossing of the Michigan Central Railroad in the village of Iona, Ont.

1317. Dangerous condition of crossing of the Michigan Central Railroad in the village of Shedden, Ont.

1318. Grand Trunk Railway Company, for discriminating in petroleum rates against the Canadian Oil Companies, Limited.

1319. Inadequate facilities for shipments of oil in tank cars from Richardson Siding to Sarnia, Ont.

1320. Laying of gas pipe under the Grand Trunk Railway Company's tracks on public crossing at Lorraine, Ont., without first obtaining the necessary authority of Board.

1321. Dangerous condition of the North Road Railway crossing on the Vancouver, Victoria and Eastern Railway, between the city of New Westminster and towns of Port Moody and Barnet, B.C.

1322. Canadian Pacific Railway Company, for overcharge in rates on chairs from Owen Sound to Vancouver, B.C.

1323. Colt killed on the Grand Trunk Pacific Railway at Clavet, Sask.

1324. Canadian Northern Railway Company failing to comply with order of the Board dated October 16, 1905, regarding the diversion of Thibault Street, St. Boniface, Man.

1325. Canadian Northern Railway Company, for issuing an unsatisfactory certificate of service to an employee.

1326. Inadequate accommodation provided by the Napierville Junction Railway Company to business men and travellers generally from St. Cyprien to Montreal, Que.

1327. Canadian Northern Railway Company for overcharge in freight rates on shipment of four cars of lumber from Maddaugh Siding to Stoney Plains, Alta.

1328. Poor express service provided to and from Ruthven, Ont., also excessive express rates on shipments of fruits.

1329. Canadian Northern Railway Company refusing to give answer with regard to the erection of a station at the junction of its main line and the Emerson Branch.

1330. Poor station accommodation provided by the Canadian Northern Quebec Railway Company at parish of Deschambault, Que.

1331. Difficulties arising from time to time between a certain firm in Toronto and the railway companies regarding breakage and injury to goods in transit.

1332. Claim against the Canadian Pacific Railway Company for shortage, damage-interest and storage on shipment of flour from Moosomin to Halifax, N.S.

1333. Canadian Pacific Railway Company for constructing its line through a certain property in the N.E. 9-36-4, Saskatchewan, and not paying for same.

1334. Dangerous condition of culvert at Harrowsmith under the Kingston and Pembroke Railway Company and the Bay of Quinté Railway Company.

1335. Lack of accommodation provided by the Kingston and Pembroke Railway Company for freight traffic at Glenvale Station, Ont.

1336. Difficulties arising with the American Express Company in not carrying out routing instructions on traffic handed over to them at Boston from St. John, N.B.

1337. Delay of the Canadian Pacific Railway Company in getting permission to to construct spur line at Passburg, Alta.

1338. Discrimination in rates on lumber from Yorkton to Veregin via Canadian Pacific Railway and Canadian Northern Railway Companies as against shipments from C.N.R. to C.N.R. points.

1339. Grand Trunk Railway Company discriminating against the city of Quebec in favour of the city of Montreal, on shipments from Quebec and points on the Grand Trunk Railway Company's line.

1340. Bad condition of farm-crossing on the Canadian Pacific Railway Company's line on lot 1, con. 11, tp. Tay, county of Simcoe, Ont.

1341. Dominion Express and Maritime Express Companies for overcharge in rates on parcel sent from Montreal to St. John, N.B.

1342. Canadian Railways discriminating in favour of American shippers for goods coming into Canada.

1343. Unsatisfactory draw at the New Brunswick and Prince Edward Island Railway Company's bridge crossing the Gaspereaux river, Port Elgin, N.B.

1344. Grand Trunk Railway Company, for charging for cartage on distribution of sugar, when the cartage is not done by them, but by an independent company.

1345. Poor condition of fences along the Grand Trunk Railway Company in the township of South Algoma, Ont.

1346. Dominion Express Company for overcharge on shipment of lions from Quebec to St. John, N.B.

1347. Grand Trunk Railway Company for allowing the ditch running across lot 10, con. 6, tp. Cavan, to be filled up with earth.

1348. Cow killed about two miles from Vassar on the Canadian Northern Railway Company's tracks, May 21, 1909.

1349. Inadequate station facilities provided by the Canadian Pacific Railway Company at Newburg Junction, N.B., and that there is no public crossing to and from the station.

1350. Dirty condition of first-class passenger coaches of the Canadian Northern Quebec Railway Company running between Montreal and Grand Mère, Que.

1351. Canadian Northern Railway Company has not fenced its right-of-way at lot 18, con. 1, tp. Oliver, Ont.

1352. Canadian Pacific Railway and Canadian Northern Railway Companies, for overcharge on mixed carloads of lumber and cedar fence posts from Warroad, Minn., to Indian Head, Sask.

1353. Demurrage charges at Halifax on a carload of coal from Philadelphia, Pa., owing to the delays in the arrival of sch. *Edwina,* through bad weather.

1354. Dangerous condition of crossing on the Grand Trunk Pacific Railway Company's line in the East Clover Bar district, situated about 2 miles west of Adrossan Station.

1355. Canadian Pacific Railway Company, for overcharge on shipment of effects from Souris, Man., to Victoria, B.C.

1356. Canadian Northern Railway Company will not pay proper amount for damage for expropriation of part of land situated on southwest quarter section 10, 24, 17 west.

1357. Inadequate train service and accommodation provided by the Grand Trunk Railway Company during holiday seasons.

1358. Canadian Northern Express Company, for overcharge on two bundles of chairs from Montreal to L'Assomption, Que.

1359. Overcharge on returned baskets from Welland, Ont., by the different express lines.

1360. Two cows killed on the Esquimalt and Nanaimo Railway Company's line owing to defective cattle-guards on McKinnon's road, Vancouver Island, B.C.

1361. Canadian Pacific Railway Company, for installing snow fences along line at Carman, Man.

1362. Grand Trunk Pacific Railway Company, for damage to property of several farmers in the neighbourhood of Gilpin, Alta., by reason of fire.

1363. Canadian Northern Railway Company erecting snow fences along line at Somerset, Man.

1364. Oxen killed on Canadian Pacific Railway Company's line owing to right-of-way not being fenced at Chaplin, Sask.

1365. Overcharge on apples from Britton to Virden, Man.

1366. Canadian Northern Railway Company billing goods as first class goods instead of billing as settlers' effects from Richmond Hill, Ont., to Belmont, Man.

1367. Grand Trunk Railway Company, for discriminating against apple shippers of Belleville in favour of the town of Deseronto, Ont.

1368. Quebec, Montreal and Southern Railway Company, for excessive freight rates charged on apples and oysters shipped from Montreal to Gentilly, Que.

1369. Grand Trunk Pacific Railway Company suddenly refusing to accept shipments on account of having no heated car service at Saskatoon, Sask.

1370. Canadian Pacific Railway Company, for delay in delivery of trunk to Normantown, Sask.

1371. Two cattle killed by the Canadian Pacific Railway Company's train near a crossing at Cowley, Alta., owing to poor condition of cattle-guards.

1372. Cattle killed by the Canadian Northern Railway Company's freight train, owing to right-of-way not being fenced at South Junction, Man.

1373. Canadian Pacific Railway Company, for their method of handling local and way freight at Boissevain, Man.

1374. Quebec Central Railway Company for shortage of cars for pulp-wood shipments.

1375. Discrimination against British Columbia in connection with passenger rates, and more particularly commercial travellers' rates.

1376. Canadian Pacific Railway Company's special tariff issued on coke and coal unjustly discriminating against shipments from Lundbreck, Alta., in favour of shipments from Lethbridge, Alta.

1377. Cow killed by railway train in the vicinity of Findlater owing to the non-fencing of the right-of-way.

1378. Grand Trunk Pacific Railway Company for damages caused by prairie fire along the line of townships 45 and 46, ranges 12 and 13, west fourth meridian.

1379. Canadian Northern Railway Company, for loss of hay by reason of fire between Warman and Osler, Sask.

1380. Grand Trunk Pacific Railway Company, in connection with the proposed solid embankment across entrance to Market Grove, Prince Rupert, B.C.

1381. Delay in shipment of car of grain consigned to Winnipeg, Man.

1382. Canadian Northern Railway Company, for loss of windmill, grinder, &c., shipped to Lumsden, Sask.

1383. Station known as Irish Creek, Ont., being changed for Jasper, the name of the village and post office.

1384. Canadian Pacific Railway Company's expense bills requiring checking of weights and classification before accepting delivery of shipment.

1385. Canadian Pacific Railway Company, in connection with the proposed location of station on the Regina-Bulyea branch, 1½ miles east of the present town site.

1386. New York Central and Hudson River Railroad Company refusing to accept a first class ticket two days previously.

1387. Quebec, Montreal and Southern Railway Company's agent at Sorel, Que., refusing to accept shipments of beer early enough in the morning for the morning freight.

1388. Atlantic and Lake Superior Railway Company refusing to accept a car of sleighs at Matapedia on the Intercolonial Railway Company's line, consigned to Grand Pabos, Que.

1389. Canadian Pacific Railway Company, for overcharge on shipment of lambs from Farrelton, Que., to Ottawa, Ont.

1390. Canadian Pacific Railway Company, for delay in transit of shipment of horses from Ottawa to Saskatoon, Sask., also poor facilities for feeding stock en route.

1391. Canadian Pacific Railway and the Sumas and Pacific Railway Companies, for overcharge on shipment of books from Toronto to Seattle, Wash.

1392. Canadian Pacific Railway Company, for excessive passenger rates from and to Fife, B.C.

1393. Grand Trunk Railway Company, for excessive passenger rates between St. Hyacinthe and Montreal, Que.

1394. Canadian Pacific Railway Company, for not having sufficient siding accommodation on the northeast quarter of section 20, township 16, range 21, between Strathclair and Newdale, Man.

1395. Grand Trunk Railway Company, for overcharge on shipment of lumber from Canadian point to Buffalo, N.Y.

1396. Canadian Pacific Railway Company, for excessive charges on a car of settlers' effects shipped from Yellow Grass to Regina, Sask.

1397. Canadian Pacific Railway Company, for mare killed near Creston, B.C.

1398. Canadian Northern Railway Company, neglecting its fences and cattle-guards at the crossing in the municipality of La Broquerie, Man.

1399. Canadian Pacific Railway Company for shortage of cars at Didsbury, Alta.

1400. Canadian Pacific Railway Company, for overcharge on shipment of marble from Montreal, Que., to Hamilton, Ont.

1401. Canadian Northern Railway Company with regard to the condition of fences and cattle-guards through parish lots 124, 125, 126 and 127, parish of Portage la Prairie, Man.

1402. Canadian Northern Railway Company, for not fencing its right-of-way from Maidstone to a point east of Birling Siding.

1403. Canadian Pacific Railway Company, for inadequate condition of cars Nos. 1515 and 133 running on Outlook branch.

1404. Claim of $6.50 against the Canadian Northern Railway Company, being for man's wages and food for the horses, *re* delay in delivery of horse shipment from Pratt Siding.

1405. Canadian Pacific Railway Company, for excessive freight rates from Owen Sound to North Bay, Ont.

1406. Central Ontario Railway Company in connection with the dangerous condition of crossing near Birds Creek, Ont.

1407. County of Champlain Telephone Company refusing to afford connections with the Bell Telephone Company of Canada at St. Prospere de Champlain, Que.

1408. Canadian Pacific Railway Company, for delay in delivery of shipment of fruits from Niagara-on-the-Lake to Montreal, Que.

1409. Canadian Pacific Railway Company, for overcharge on shipment of apples from Lucan, Ont., to Wolseley, Sask.

1410. Inadequate station facilities of Great Northern Railway at Tamarack, B.C

1411. Inadequate station facilities of Great Northern Railway at Porto Rico, B.C.

1412. Canadian Pacific Railway Company for loss of grain by reason of fire at Strome, Alta.

1413. Canadian Pacific Railway Company for cattle killed at Ruther Glen, Ont., by reason of there being no fences or cattle-guards.

1414. Canadian Pacific Railway Company for burning of stable at Emerson, Man.

1415. Canadian Pacific Railway Company, for inadequate facilities for handling merchandise and inadequate accommodation for passengers at Naseby Station.

1416. Canadian Pacific Railway Company doing away with two flag stations at Butler and Osquan.

1417. Transcontinental Railway expropriating lands (100 feet) and making a cut at right angles to cross said property instead of putting in an overhead bridge at St. Malachie, Que.

1418. Canadian Northern Ontario Railway Company, in connection with the proposed diversion of highway between lots 20 and 21, Con. 4, Tp. of Whitby, Ont.

1419. Shortage of cars for fruit shipments from Drumbo, Ont., on the Canadian Pacific Railway.

1420. Loss of a silver purse from a shipment of goods from Athelboro, Mass., to Montreal, Que., by the American Express Company.

1421. Poor condition of cattle-guards on the Grand Trunk Pacific Railway Company's line in the vicinity of Tantaller, Sask.

1422. Dangerous condition of crossing in the town of Lindsay, Ont., on the Grand Trunk Railway.

1423. Excessive rates charged by the Bell Telephone Company of Canada, for telephone at Westboro, Ont.

1424. Kingston & Pembroke Railway Company, not stopping their train No. 1 at Hinchenbrooke Station.

1425. Inadequate platform accommodation at the Canadian Northern Quebec Railway Company's station at St. Prosper de Champlain, Que.

1426. Excessive rates charged by the Canadian Pacific Railway Company for switching carloads of coal at Prescott, Ont.

1427. Quebec Central Railway Company, for not giving proper classification for excavation work done on section from St. George to St. Justine, Que.

1428. Discrimination in Grand Trunk Railway Company's passenger rates between Toronto and Niagara Falls, with Prescott as destination.

1429. Excessive freight rates charged by the Canadian Northern Railway Company on a carload of slabs from Kenora to Belmont, Man.

1430. Excessive Express rates between Toronto and Cobalt, Ont.

1431. Canadian Pacific Railway Company, for not guarding against fire, on their line between Cadsby and Castor, Alta.

1432. Unsatisfactory train service supplied by the Canadian Pacific Railway Company at Hitchcock, Sask.

1433. Damages to farm, S.W. 24, T. 50, R. 2, W. 4th M., Alta., owing to prairie fire caused by the Canadian Northern Railway Company.

1434. Shortage of cars for the shipment of lumber from Marmora Jct., to Cordova, on the Central Ontario Railway.

1435. Unsatisfactory connection between the Grand Trunk and Michigan Central Railroad Companies, at Petrolia, Ont.

1436. Damage sustained owing to fire caused by a Great Northern Railway Company's freight train, August 26, 1909, at Brandon, Man.

1437. Condition of Canadian Pacific Railway crossing between sections 5 and 6, Tp. 40, R. 19, W. 3 M., Sask.

1438. Increased freight rates on wheat at points on the Yorkton Branch of the Canadian Pacific Railway; and excessive charges at points on the Grand Trunk Railway.

1439. Damage to shipment of canaries from New York to London, Ont.

1440. Classification of lead package tea as first class goods, subject to highest freight rates.

1441. Manner in which goods are shipped from Montreal, same not being in accordance with instructions on bills of lading, and the Quebec, Montreal and Southern Railway Company having no tariffs with the Grand Trunk Railway Company.

1442. Proposed location of the Canadian Northern Railway Company's line at Midale, Sask.

1443. Condition of highway crossing on the Grand Trunk Pacific Railway at North East Quarter of 12-44-6 West 4th Mer., Alta.

1444. Condition of Canadian Northern Railway Company's fences and cattle-guards at McLean's Siding between Roblin and Deepdale, Man.

1445. Canadian Pacific Railway Company discriminating in favour of Toronto against Montreal with regard to weight of cars of live stock shipped from Winnipeg and points west of Winnipeg.

1446. Rates on windmills from Brandon to Vancouver are discriminatory in favour of eastern shippers.

1447. Canadian Pacific Railway Company, for mare and colt killed at crossing on Soo Line Section 2, Tp. 9, R. 15, W. 2 M., Sask.

1448. Ottawa & New York Railway Company being four hours late on December 27, 1909, causing a great deal of inconvenience to passengers.

1449. Canadian Pacific Railway Company, for taking too much time to settle claims for shortage, breakage, &c.

1450. Horse killed on the Canadian Northern Quebec Railway Company's line at St. Prospere de Champlain, Que.

1451. Blocking of crossing by train crews switching cars at crossing between the Soo Station on the American side and the Canadian Pacific Railway Company's station on the Canadian side.

1452. Excessive freight rates and switching charges on coal from Pinto to North Portal, Sask.

1453. Excessive express rates in the province of Saskatchewan, more particularly at North Portal, Sask.

1454. Grand Trunk Railway Company, for not supplying a farm crossing on the line at lot 6, con. 8, Tp. Muskoka, Ont.

1455. Erection of snow fences on farm at Knox, Man., without the consent of the owner.

1456. Canadian Pacific Railway Company for the closing of station and telegraph office at Eau Claire, Ont.

1457. Canadian Pacific Railway Company for excessive rates on live stock between Toronto and Smiths Falls, Ont., as compared to rates from Toronto to Montreal.

1458. Grand Trunk Railway and the Quebec Central Railway Companies' joint rates on iron commodities are a discrimination against the city of Quebec.

1459. Stringing of wires over the tracks of the Canadian Pacific Railway Company at ¾ mile north of Chatsworth Station, Ont., without proper authority.

1460. Dangerous condition of crossing at Catherine Street, Hamilton, Ont., on the line of the Toronto, Hamilton and Buffalo Railway Company.

1461. Grand Trunk Railway Company, providing poor accommodation for the shipments of hogs from Goldstone, Ont.

1462. Canadian Northern Railway Company providing poor facilities for the unloading of cars of coal or wood at Saskatoon yard, Sask.

1463. Canadian Northern Railway Company refusing to settle for the expropriation of land for the construction of its Rossburn extension south ½ section 13-23-29 west 1st Mer.

1464. Excessive Telephone rates charged by the Bell Telephone Company of Canada.

1465. Cow killed on the Canadian Northern Company's line at Lloydminster, Sask., on account of fences not being erected along line.

1466. Grand Trunk Pacific Railway Company for delay in placing the cars at the Stock Yard at Edmonton, Alberta.

1467. Excessive express rates on castings from Edmonton, Alta., to points in the west.

1468. Against the present system of dealing with berths for trips on railways; also against excessive rate for a berth between Toronto and Port Arthur, Ont.

1469. Canadian Northern Railway Company for not settling for land secured for townsite purposes in west half of section 14, tp. 19, r. 15, w. 1st m., Man.

1470. British Columbia General Contract Company, for not settling with subcontractors for the building of stations and section houses on the Canadian Pacific Railway Company's line between Strassburg and Nokomis.

1471. Against the owner's risk clause of the traffic form of the railway companies.

1472. Michigan Central Railroad Company proposing to abolish the flag station at Rosslyn, Ont.

1473. Canadian Northern Railway Company for overcharge on shipment of apples from Belleville, Ont., to Bowman, Man.

1474. Condition of fences, cattle-guards, and crossings on the Atlantic and Lake Superior Railway Company.

1475. Père Marquette Railroad Company for excessive hauling charges on metal sheeting from Preston, Ont., to Wheatly, Ont.

1476. Canadian Pacific Railway Company constructing line across certain property without properly compensating for same.

1477. Canadian Pacific Railway Company fencing its property around the station at Otterburn, Man., leaving no entrance to station for the access of bus.

1478. Canadian Pacific Railway Company claiming that it owns small portion of land containing some private buildings at Cap St. Ignace, Que.

1479. Canadian Pacific Railway Telegraph Company holding certain messages addressed to Winnipeg.

1480. Canadian Pacific Railway Company discriminating against certain stock dealers in the vicinity of Smith's Falls wth regard to rates on unfinished cattle from Toronto.

1481. Canadian Pacific Railway Company discriminating against cars for the loading of grain in favour of cars for other freight at Rouleau, Sask.

1482. Inadequate condition of cattle-guards on the Canadian Pacific Railway Company's line at Cowley, Alta.

1483. Rates on coal charged by the railways in the province of Saskatchewan.

1484. Excessive demurrage charges on two cars of oats at High River, Alta., owing to refusal of Canadian Pacific Railway Company to release the cars until it was supplied with consular invoices.

1485. Canadian Pacific Railway Company for charging a rate of 10 per cent in excess of stencilled capacity of cars loaded with grain although the cars were loaded 10 per cent excess at the request of the railway company.

1486. Canadian Northern Railway Company for crop spoiled by cattle owing to right-of-way not being fenced at Lake Francis, Man.

1487. Canadian Northern Railway Company are still charging the same rates that were charged by the Construction Department, before the portion of the road from Benito to Pelly, Sask., was taken over by the Operating Department.

1488. Grand Trunk Railway Company regarding the dangerous condition of crossing about 200 yards east of the station at Waterdown, Ont.

1489. Grand Trunk Railway Company for overcharge on flat iron from Montreal to Kingston, Ont.

1490. Canadian Pacific Railway Company with regard to the proposed change of location of the Crowsnest Pass Branch between Dunmore and Burdette, Alta.

1491. Canadian Pacific Railway Company providing poor accommodation for shippers at Dayton Station, Ont., that there are no sign boards at crossings and that trains pass without blowing whistle.

1492. Canadian Express Company for rates charged on oysters from West Barrington, R.I., U.S.A.

1493. Discrimination by express companies in increased charges on oysters from Buffalo to Toronto when originated at certain Adam's Express Company's points.

1494. Grand Trunk Pacific Railway Company with regard to proposed crossing in Coulée, section 34-45-21-4, 8 miles south of Camrose, Alta.

1495. Canadian Pacific Railway Company as to freight rates from Joliette to points in the province of Quebec.

1496. Canadian Pacific Railway Company for shortage of cars for shipments of lumber from New Brunswick points to the United States.

1497. Canadian Northern Railway Company providing poor freight and passenger service at Lavenham, Man.

1498. Canadian Pacific Railway Company for shortage of cars for the shipment of pulp from New Brunswick points to points in the United States.

1499. Excessive charges by the Bell Telephone Company of Canada, for a residence telephone.

1500. Great delays arising on trains, owing to trains slowing down to ten miles an hour at crossings.

1501. No landing for boats at Arrow Lake, B.C.

1502. Grand Trunk Railway Company for excessive rates on oil from Lawrenceville, Ill., to Toronto, Ont.

1503. Canadian Pacific Railway Company providing inadequate accommodation for passengers at Adirondack Station.

1504. Père Marquette Railroad Company providing inadequate accommodation at Shedden Station, Ont.

1505. Grand Trunk Railway Company for unsatisfactory train service provided between Lindsay, Ont., and Haliburton, Ont.

1506. Liabilities of express companies where value of shipment is not declared.

1507. Loss of 27 tons of hay by reason of fire on account of the Canadian Northern Railway Company failing to provide fire-guards, Innisfail, Alta.

1508. Canadian Northern Railway Company for excessive rates from Buchanan, Sask., to Headingly, Man.

1509. Loss of a barrel of oil at Gull Lake Station, Sask., on the Canadian Pacific Railway Company's line, on account of careless handling.

1510. Vancouver, Westminster and Yukon Railway Company for burning timber when constructing line through property in the vicinity of Cloverdale, B.C.

1511. Canadian Pacific Railway Company, regarding the condition of gates at the crossing on farm near Kenmay, Man.

1512. Central Ontario Railway Company performing switching operations across highways with a crew of engineer and brakeman only.

1513. Canadian Pacific Railway and the Grand Trunk Railway Companies for overcharge on a shipment of evaporated apples consigned to Winnipeg, Man.

1514. Père Marquette Railroad Company regarding the defective fencing along line through lot 28, con. 2, township of Romney, Ont.

1515. Canadian Pacific Railway Company in connection with its proposed intention to take one train off from its Tilsonburg, Lake Erie and Pacific Branch.

1516. Canadian Northern Railway Company for overcharge on a shipment of lime and cut stone shipped from St. Boniface to Vonda, Sask.

1517. Canadian Pacific Railway Company for proposed change of site of its station at Carlstadt, Alta.

1518. Canadian Pacific Railway Company for overcharge on shipment from Montreal to Maniwaki, Que.

1519. Canadian Pacific Railway Company for overcharge on a shipment of evaporated potatoes shipped from a point near Belleville, Ont.

1520. Grand Trunk Railway Company for overcharge on a shipment of lumber from Earlton, Ont., to Buffalo, N.Y.

1521. Dominion Express Company with regard to rates charged on a small parcel of personal effects.

1522. Protest against the approval by the Board of the Winnipeg Tariff of Telegraph Companies operating into and out of the city of Winnipeg, Man.

1523. Canadian Pacific Railway Company for loss and injury to horses owing to the removal of cattle-guards one mile east of Lundbreck, Alta.

1524. Grand Trunk Railway Company with regard to passenger rates charged between Rockwood and Guelph, Ont.

1525. Unsatisfactory results obtained by having coal shipped in open cars.

1526. Dominion Express Company, for charges made on a shipment of carpet from Winnipeg to Morden, Man.

1527. Railway companies not making any allowance for the tare of cars when weighing lumber shipments.

1528. Damage to property at Lethbridge, Alta., by the contractors of the Canadian Pacific Railway Company's line to Carmanguay.

1529. Canadian Pacific Railway Company, for overcharge on shipment of settlers' effects from Lauder, Man., to Regina, Sask.

1530. Railway Officials in Moosejaw commanding engineers on train to disobey train rules.

1531. Pere Marquette Railroad and Grand Trunk Railway Companies, refusing to supply tank car equipment for shipments of oil from Wallaceburg, Ont.

1532. Canadian Pacific Railway Company, for the killing of team of mares in yard at McTaggart, Sask., about January 7, 1910.

1533. Excessive express rates charged from Winnipeg to Red Deer and to Edmonton, Alta.

1534. Excessive express rates charged from Fort Francis to Port Arthur, Ont.

1535. Condition of telephone crossings of the Gladstone Municipal Telephone at Gladstone, Man.

1536. Grand Trunk Railway Company for discriminating in the furnishing of cars against all Canadian routes to Winnipeg, via North Bay, in favour of route via Chicago.

1537. Windsor, Essex and Lake Shore Rapid Railway Company, for lack of accommodation for passenger and freight at Ruthven, Ont.

1538. Grand Trunk Railway Company with regard to the proposed line from the Old Fort near Midland to a point on the Penetanguishene branch.

1539. Pere Marquette Railroad Company, for service given between Chatham, Blenheim and Dresden, Ont.

1540. Grand Trunk Railway Company for inadequate platform accommodation provided at Oakville, Ont.

1541. Condition of the London Rolling Mills Company's yard lying too close to the Pere Marquette Railroad Company's tracks.

1542. Canadian Pacific Railway Company, for the loss of five horses in section 28, township 22, range 32, west first meridian, Saskatchewan, December 1, 1909.

1543. Alleged discrimination in import v. domestic rice rates.

1544. Intercolonial Railway Company, for damage to furniture while in transit.

1545. Adams Express Company and Dominion Express Company, for delay to shipment of graphophone records from Bridgeport, Conn., to Winnipeg, Man.

1546. Canadian Pacific Railway Company, for refusing to entertain claim for mare killed near Caron, Sask.

1547. Canadian Pacific Railway Company, for failure to furnish suitable cars for stone traffic from St. Mary's, Ont.

1548. Grand Trunk Railway Company not having proper drainage across its tracks at Bainsville, Ont.

1549. Canadian Northern Railway Company with regard to proposed route in township of Sidney, Ont.

1550. Canadian Northern Railway Company regarding the condition of fences along right-of-way in sections 33 and 34, township 19, range 21, west second meridian also lack of cattle-guards.

1551. Condition of passenger equipment on the Salisbury and Albert Railroad Company.

1552. Blocking of Duncan street crossing, Fort William, by string of cars, September 30, 1909.

1553. Canadian customs officers, for holding 35 packages of printed matter for duty, at Windsor, consigned to various Wabash Railroad Company's agents in Canada.

1554. Alberta Railway and Irrigation Company, with regard to excessive express charges.

1555. Grand Trunk Pacific Railway Company, for not providing cattle-guards at public crossings at Spy Hill, Sask.

1556. Vancouver, Victoria and Eastern Railway and Navigation Company, for unsatisfactory condition of crossing on farm at southwest quarter section 3, township 8, municipality of Surrey, B.C.

1557. Laying of telephone wires under the Grand Trunk Railway Company's tracks south of St. Mary's, Ont., apparently without proper authority.

1558. Grand Trunk Pacific Railway Company, failing to provide settlement for expropriation of lands in vicinity of East Clover Bar, Alta.

1559. Grand Trunk Railway Company, for train service provided between Toronto and Fenelon Falls, Ont.

1560. Canadian Pacific Railway Company, for removing apples from refrigerator cars at Fort William, Ont.

1561. Canadian Pacific Railway Company, refusing to put a ditch along its right-of-way where it crosses lot 24, concession 11, township Medonte, Ont.

1562. Canadian Pacific Railway Company, regarding storage charges covered by C.R.C. No. H 912, supplement No. 2.

1563. Canadian Pacific Railway Company, for excessive charges on shipment of a car of apples from Goderich, Ont., to Coaticook, Que.

1564. Excessive express charges on shipment of newspapers from Windsor Mills, Que., to Brantford, Ont., via Canadian Express.

1565. Agent at Regina, Sask., for not furnishing correct information as to the arrival and departure of trains.

APPENDIX B.

LIST OF APPLICATIONS HEARD AT PUBLIC SITTINGS OF THE BOARD FOR THE YEAR ENDING 31st MARCH, 1910.

1598. Complaint of Sir Richard Cartwright, G.C.M.G., alleging that the crossing of the Grand Trunk Railway, and Kingston and Pembroke Railway, at Place D'Armes opposite Tête du Pont Barracks, Kingston, Ont., is of a dangerous character. Asking that more efficient protection be provided thereat. (File No. 8345.)

By consent, order made that in no case shall speed exceed six miles an hour at the crossing.

1599. Application of the Chatham, Wallaceburg and Lake Erie Railway Company, under Section 29 of the Railway Act, for an order reviewing, altering, or varying order of the Board dated 4th October, 1906, which granted leave to the Chatham, Wallaceburgh & Lake Erie Railway Company, to cross at grade the tracks of the Grand Trunk Railway Company, at William street, Chatham, Ont., and for an order that the Grand Trunk Railway Company, reimburse the Chatham, Wallaceburgh and Lake Erie Railway Company, for the cost of installing and connecting up to the interlocker plant installed at the said crossing, the cost of repairing, re-installing and connecting up to the gates across William street and Queen street, at and near to the said crossing, and the cost of switching connections and appliances connected up with the said interlocker plant. (File 1781, Case 4769).

Application dismissed.

1600. Application of the Canadian Pacific Railway Company, under Section 178 of the Railway Act, for authority to take additional lands, adjoining their station grounds on the N. E. ¼ of section 6 Tp. 10, Range 12. for the construction of a 'Y' at Sidney, Man.

Application dismissed. (File 9585, Case 4646.)

1600a. Application of Armstrong and Cook of Toronto for order directing the Grand Trunk Railway Company, to provide and construct suitable culvert where the company's railway adjoins their farm in Lot 753, Lachine, Quebec. (File 1540).

Adjourned. Not to go on list again unless applicants request.

1601. In the matter of the crossing of the Montreal Road at Kingston Junction, Ont., at rail level, by the Grand Trunk Railway Company of Canada. (File 98).

(Note). This matter is set down for the consideration of the cost of the protection provided for in order of the Board No. 6191, dated February 6, 1909, and the consideration of the detail plans.

Order made that city of Kingston pay cost of night watchman. Subway to be built before August 1, 1909.

1602. Application of the Grand Trunk Railway Company of Canada, under Section 229 of the Railway Act, for an order directing the installation and maintenance, at the expense of the Canadian Pacific Railway Company, of a complete interlocking plant, with derails on the lines of both railway companies, the said derails to be interlocked with home and distant signals, at the point where the Applicant Company's railway is crossed on the level at Drumbo, Ont., by the Canadian Pacific Railway, (formerly the Credit Valley Railway) in accordance with derail plans thereof to be submitted and approved by the engineer of the Board. (Adjourned hearing.) (File 8461, Case 3933.)

Order made for installation by Grand Trunk Railway within three months, of interlocker. Expenses to be borne by Canadian Pacific Railway.

1603. Application of the Grand Trunk Railway Company of Canada. under section 229 of the Railway Act, for an order directing the installation and maintenance, at the expense of the Canadian Pacific Railway Company, of a complete interlocking plant, with derails on the lines of both companies, the said derails to be interlocked with home and distant signals, at the point where the Applicant Company's railway is crossed on the level at Brampton, Ont., by the Canadian Pacific Railway (formerly the Credit Valley Railway), in accordance with detail plans thereof to be submitted and approved by the engineer of the Board. (Adjourned hearing.) File 8462, Case 3934.)

Order made for installation within three months, of interlocker. Expenses to be borne by the Canadian Pacific Railway.

1604. Application of the Export Lumber Company, of Ottawa, Ontario, under sections 227 and 284 of the Railway Act, for an order directing the Grand Trunk Railway Company and the Canadian Pacific Railway Company to provide a connection by a branch line between the sidings of these two companies, at present constructed across Preston street and York street, Ottawa, Ont., for the purpose of affording more adequate facilities for the applicant company. (Adjourned hearing.) (File 6183, Cace 4139.)

Application refused.

1605. Application of the Export Lumber Company, Ottawa, Ont., under sections 226 and 227, for an order directing the Grand Trunk Railway Company to permit its siding, as constructed across Preston street, Ottawa, to be joined with proposed siding of the Applicant Company, in its lumber yard at Preston street, Ottawa, Ont. (Adjourned hearing.) File 8190, Case 4158.)

Application granted. Order issued.

1606. Application of the Canadian Northern Quebec Railway, under Section 32, for order varying the order of the Railway Committee of the Privy Council of Canada, January 30, 1900, respecting crossing Canadian Pacific Railway, south of St. Jerome, Quebec. (File 9523, Case 4608.)

Application dismissed.

1607. In *re* accident on the Michigan Central Railroad at Springfield, Ontario, on February 23, 1909. (File 9767.)

Application dismissed.

1608. Application of Canadian Pacific Railway Company, for order for rehearing of their application under Section 130 of the Railway Act of 1903, for approval and sanction of deviation of a portion of the branch line on the south side of the Lachine Canal, in the town of St. Paul, Quebec. (File 1088, Case 4861).

Deviation approved. Expropriation proceedings taken under order No. 1834, dated 4th October, 1906, to be taken as having been performed under and by virtue of the order now made.

1609. Application of the corporation of the City of Ottawa for an order under Sections 237 and 238 directing the Grand Trunk Railway Company, to provide and construct suitable works for carrying the railway of the Canada Atlantic Railway Company, now operated by the Grand Trunk Railway, over the highway where the said railway crosses Lyon street, on the level, a public highway in the city of Ottawa, Ontario. (File 9514. Case 4597.)

Order made. Work to be at the expense of the city. City to state within ten days from date of order if willing to go on in the work.

1610. Consideration of draft order in connection with the proper safeguards for the handling of shipments of long materials and stone. (File 8799.)

Order made that the railway companies shall strictly conform to the rules of the Master Car Builders Association herein. The railway company to be liable to a penalty of $50 for non-compliance therewith and the employees to be liable to a penalty of $25 for non-compliance. Order No. 7599, dated July 24, 1909.

1611. Application of the city of Guelph, Ontario, under Sections 258 and 284 of the Railway Act, for order directing the Grand Trunk Railway, to provide a proper passenger station with good and sufficient accommodation and facilities for their passenger traffic at Guelph, Ontario, also under Section 238 for order requiring the railway company to make suitable provision for the protection, safety, and convenience of the public using Neeve street, and under section 238 for order requiring the railway company to make suitable provision for the protection, safety, and convenience of the public by the construction of a bridge or subway at the crossing of Gordon & Norfolk streets, commonly known as Gordon street crossing.

(This application will not be heard before April 7, 1909, Wednesday.) (File 9248. Case 4433.)

Order made providing for the building of the station, construction of subways, &c. Work to be completed on or before June 1, 1911. Order 8627, dated October 21, 1909.

1612. Complaint of Rev. W. Bruck, Prince Albert, Sask., of delay on the part of the Canadian Northern Telegraph Company in delivery of telegraph messages. (File 9371.)

Application dismissed.

1613. Complaint of the corporation of the city of Montreal, Quebec, against the rates, service, and operation of the Montreal Park and Island Railway. (File 9527.)

Order made adding Montreal Street Railway as a party and matter postponed to May sittings, to show cause why they should not join in through route and through rates.

1614. Application of the Canadian Freight Association, under order of the Board No. 3258, dated July 6, 1907, for an order cancelling or revising the existing commodity rates on wire fencing and netting from Windsor, Stratford, Owen Sound, Hamilton, and Welland, Ont. (Adjourned hearing.) (File 7345. Case 3210.)

Application granted. Order No. 6844, dated April 6, 1909.

1615. Complaint of the Fullerton Lumber and Shingle Co., Vancouver, B.C., alleging discrimination in freight rates on forest products shipped by Canadian Northern Railway Company and the Canadian Pacific Railway Company. (File 9868.)

Order made directing the Canadian Pacific Railway and Canadian Northern Railway Companies to publish and file joint class and commodity tariffs of rates on freight traffic in classes 6 to 10, inclusive, of the Canadian Classification. Order No. 7602, dated April 23, 1909.

1616. Application of the Canadian Freight Association for approval of supplement No. 1, classification No. 14. (File 9428. Case 4535.)

Order made that the additions and changes embodied in proposed supplement to Canadian Freight Classification No. 14 be approved, subject to certain exceptions and additions as set out in the said order. Supplement to become effective within three weeks of its receipt by the Chairman of the Advisory Committee of the Canadian Freight Association. Order No. 7023, dated May 10, 1909.

1617. Application of the Canadian Manufacturers' Association, under the Railway Act, for an order directing the railway companies to provide for the inclusion of road graders for municipal purposes in the agricultural implement list of the Canadian Classification. (Adjourned hearing.) (File 7750. Case 3483.)

Application refused.

1617a. Complaint of C. B. Janes, Orillia, Ont., respecting classification of cheese boxes. (File 9417.)

Complaint dismissed.

1618. Consideration of proposed order respecting joint freight or passenger tariffs where the tolls exceed the sum of the toll for the same or like traffic of the several companies singly or jointly operating the continuous joint route between the point of origin of the traffic and the destination thereof. (File 9754.)

No order issued. See formal judgment of Commissioner McLean in the Appendix and dated May 28, 1909.

1619. Consideration of the proposed disallowance of all or any stop-over charges for the purpose of changing the consignee of carload traffic in transit, or the destination, or for the diversion thereof, where the bulk is not broken, which may be equal to or exceed 1c. per 100 lbs. (File 8659.)

Order made fixing $3 per car as the charge.

1620. Application of the Canadian Pacific Railway Company, under section 29 of the Railway Act, for an order amending order dated January 21, 1909, whereby a stop-over charge at Cartier on grain was fixed at twenty-five cents per car per day, so that the charges imposed for such stop-over and services incidental thereto shall be such sum per day as may be shown to represent a reasonable charge for the additional services rendered by the railway company in connection with stop-over privileges. (File 8641. Case 4743.)

After hearing the parties the Board refused to make any order re-opening this matter.

1621. Complaint of the British American Oil Company, Limited, of Toronto, Ont., of refusal of the Grand Trunk Railway Company to carry crude oil originating in Stoy, Ill., and destined to Toronto, Ont., at 5th class rate in accordance with Official Classification. (Re-argument.) (File 7529. Case 3269.)

(Note.) This complaint will involve consideration of the effect (if any) of Grand Trunk Railway circular supplement 'A' to Official Classification, No. 29, in view of Indianapolis Southern Tariff of December 16, 1906, effective January 20, 1907, and section 336 of the Railway Act.

Order made declaring that the legal rate chargeable on the shipment was 20c. per 100 lbs.

1622. Application of the Construction and Paving Company of Ontario, Limited, for order requiring railway companies to provide a through rate on asphalt oil in tank cars from Philadelphia to Toronto, Ont., also to refund overcharge on shipments already made. (File 9299.)

Board delivered judgment declaring that 22c. per 100 lbs. is the legal established rate.

1623. Consideration of the question of division of interswitching charges as from Toronto, Hamilton and Buffalo Railway and Grand Trunk Railway, on special interswitching tolls lower than those permitted by the order of the Board No. 4988. (File 4459. Case 4548.)

Withdrawn.

1624. Application of the Canadian Freight Association for variation of the order of the Board No. 3258, dated July 6, 1907, by the elimination of clause 'H' thereto relating to special commodity rates. (File 4649. Case 1314.)

Order made that order 3258, dated July 6, 1907, be amended by striking out clause 'H' in said order.

1625. Application of the Canadian Pacific Railway under section 256, for order directing the city of Montreal to put in proper repair the bridge known as Bridge 1·65, being viaduct over St. Catharines street, Montreal, Que. (File 6578. Case 3736.)

The Board will consider alterations and repairs and whether it will follow the lines of the original section approved by the Canadian Pacific Railway, which allow only for light street railway cars, or whether the bridge has to be designed to carry the present increased traffic, and heavy cars, also add the Montreal Street Railway as parties to the case.

Order made for specific performance of the agreement herein and for repairs or renewals which are to be completed by August 6, 1909. The city of Montreal, in the meantime, to protect the existing structure to the satisfaction of the Board's engineer.

1626. Application of the municipal corporation of the township of Wainfleet, under section 250, for order directing the Grand Trunk Railway to place a culvert under its Buffalo and Lake Huron division, where the same crosses the side road between lots 23 and 24, concession 1, township of Wainfleet. (Adjourned hearing.) (File 9602 Case 4660.)

Order issued by consent giving leave to the Grand Trunk Railway Company to construct culvert by June 27, 1909, according to the plan filed. The township to pay the railway company $300 upon the completion. The railway company to maintain the work at its own expense.

1627. Application of the municipal corporation of the township of Canboro, county of Haldimand, Ontario, under section 237, for order directing the Canada Southern Railway (operated by the Michigan Central Railroad) to provide and construct a suitable highway crossing over their line of railway to connect the highway, laid out by the said corporation, where the same intersects lot No. 8 in the 3rd concession of the township of Canboro. (File 7732. Case 4385.)

Application dismissed.

1628. Application of the municipal council of Ekfrid, under section 251, for order approving work on McGugan-Currie drain, along, under, and across the tracks of the Grand Trunk Railway. (File 4921. Case 4633.)

Upon the drain in question being carried to the north of the right-of-way across lots 21 and 22, concession 1, Ekfrid, the Board granted leave to cross the main and air line of the Grand Trunk Railway Company east of Glencoe, as shown upon the plan, the railway company to construct and maintain the culvert according to the plan. The size of the culvert on the main line to be settled by the Board's engineer in the event of any dispute.

1629. Application of the township of Raleigh, under section 251 of the Railway Act, for authority to construct what is known as 'Pike's Drainage Works' across the right-of-way of the Grand Trunk Railway Company of Canada in the township of Raleigh, Ont. (File 5389. Case 1997.)

The Board disapproved of the plan of the works, but granted leave to the township to file new ones, if so advised.

1630. Application of township of Eldon, county of Victoria, under section 250, for authority to construct a drainage system across right-of-way, in west half lot 20, concession 5, township Eldon. (File 9220. Case 4412.)

Order made on consent that culvert be constructed under the railway company's right-of-way. The railway company to supply the necessary material.

1631. Application of the municipal council of the township of Rochester, county of Essex, for order under provisions of section 250 approving the James Strong Drain Award made by James S. Laird, O.L.S., township engineer, for the purposes of the Ditches and Watercourses Act, in the township of Rochester. (File 9628. Case 4672.)

Order made approving of the plans and specifications for the culvert.

1632. Application of the Department of Agriculture of the government of the province of Ontario, under section No. 284, for order directing the Grand Trunk Railway to provide station accommodation for traffic at or near the point where the company's line of railway from Hamilton to Niagara Falls crosses the town line between the townships of Clinton and Louth in the county of Lincoln and province of Ontario. (File 8644. Case 4719.)

Order made directing station plans to be filed by August 22, 1909, the station to be constructed within 60 days from the filing of the plans. Applicants to furnish the additional land required. Order No. 7613, July 22, 1909. Leave granted to appeal to the Surpeme Court of Canada.

1633. Complaint of the municipal council of the township of Walpole that the Grand Trunk Railway Company has removed the railway siding at Garnet, Ontario, and asks that the same be replaced. (File 8946.)

Order made that the railway company shall at once erect and maintain at Garnet, Ontario, a shelter to accommodate traffic at that point.

1634. Complaint of the municipal council of the township of Walpole alleging dangerous condition of the level crossing of the Grand Trunk Railway in the village of Jarvis, Ontario. (File 9437. Case 4868.)

Order made that railway company within 30 days from date of order file plans for gates at crossing and keep and install the same within 90 days after approval of the plans, 20 per cent of the cost of installing gates and equipment to be paid out of the Railway Grade Crossing Fund. After the gates are installed, township of Walpole to pay railway company ten per cent of the cost of operation. See order 9191, dated January 6, 1910.

1635. In *re* accident on the Grand Trunk Railway at West Road level crossing, West Toronto, Ontario, on October 8, 1908. (File 8673.)

Order to go for interlocking plant. Proper protection to be agreed upon by the parties; otherwise by an engineer of the Board. One-third of the cost to be borne by each of the three interested parties.

1636. Application of the Byron Telephone Company, under section 245 of the Railway Act, for leave to install a telephone in the station of the Grand Trunk Railway Company at Komoka, Ontario. (File 7754.)

Dismissed.

1637. Application of the Caledon Telephone Company, under section 245 of the Railway Act, for order directing the Canadian Pacific Railway to permit the Caledon Telephone Comapny to make telephonic connection and communication with the ticket offices in the station and with the freight offices of the railway company at Caledon, Cataract Junction, Melville Junction, Alton, Erin, Hillsburg and Orton, Ontario. (File 8762. Case 4118.)

Judgment of the Assistant Chief Commissioner providing for a form of agreement between the telephone and railway companies in this and similar applications being filed upon which an order can be based.

1638. Complaint of J. R. Govenlock, Seaforth, Ontario, alleging excessive charges on two carloads of hay from Walton, on Canadian Pacific Railway Goderich line to Sundridge, Ontario, on which the Canadian Pacific Railway and Grand Trunk Railway charged their local rates respectively. Adjourned hearing. (File 9205.)

Note.—This will involve consideration by the Board of failure of the companies to file joint tariffs between their respective lines.

Stands for complainant to file particulars of his complaint; otherwise, it will be dismissed.

1639. Application of the Don Valley Brick Works, of Toronto, Ontario, for order directing the Grand Trunk Railway to make reparation on shipments of enamelled brick made by them between July 10 and November 7, 1908, for use in the construction of the Royal Victoria Museum at Ottawa, Ontario. (File 9099. Case 4347.)

Application dismissed.

1640. Complaint of E. B. Sutton, Bala Falls, Ontario, alleging excessive freight rates charged by Canadian Pacific Railway on bricks in carloads, from Milton, Ontario, to Bala Falls, Ontario. (File 9694.)

Application dismissed.

1641. Application of E. S. Brennen, of Hamilton, Ontario, under section 315 of the Railway Act, for an order directing the Grand Trunk Railway Company of Canada to refund alleged overcharge on shipment from Wiarton to Hamilton, Ontario. Adjourned hearing. (File 9430. Case 4538.)

Application dismissed.

1642. Complaint of W. Booth Lumber Company, Limited, Toronto, Ontario, alleging excessive interswitching charges by Canadian Pacific Railway and Grand

Trunk Railway. (Complainant's siding said to be outside four mile limit.) (File 4459. Case 1182.)

Application withdrawn without prejudice to the rights of the applicant to renew same.

1643. Complaint of the Keystone Camping Club, of Pittsburg, Pa., alleging refusal of the railways to issue through tickets and provide through baggage arrangements from Pittsburg to South Maganetawan River Crossing, a local station of the Canadian Northern Ontario Railway, thirty-five miles north of Parry Sound, Ont. (Adjourned hearing.) (File 6812.)

Order made that the Grand Trunk Railway and Canadian Pacific Railway Companies honour from International boundary, and in respect of their lines in Canada, any through ticket and through baggage arrangements issued and provided by initial United States railways from points in the United States to non-competitive points on the Canadian Northern Ontario Railway.

1644. Application of the Plymouth Cordage Company of Welland, Ont., for an order directing the Grand Trunk Railway Company to refund them $884.01, alleged excessive freight charges collected on shipments of sand and gravel from Niagara Falls, Ont., to Welland, Ont., from November 23, 1905, to February 25, 1906. (Adjourned hearing.) (File 9092.)

Application dismissed.

1645. Complaint of the Plymouth Cordage Company of Plymouth, Mass., and Welland, Ont., that the freight rates of the railway companies on their shipments from Welland, Ont., to Canadian points are unjustly discriminatory with respect to rates from North Plymouth, Mass., Auburn, N.Y., Detroit, Mich., and Chicago, Ill.

Also request that reparation be made on a number of shipments made by the complainants to points on the lines of the Grand Trunk Railway, Canadian Pacific Railway, Toronto, Hamilton and Buffalo Railway, Wabash Railway, Michigan Central Railway, Père Marquette Railway Companies. Covered by files 9250, 9279, 9280, and 9281.. (Adjourned hearing.) (File 9278. Case 4458.)

Order made dismissing the complaint but providing that the Michigan Central Railroad Company be authorized to refund the sum of 2 cent per 100 pounds in respect of four carloads of binder twine shipped to Ogdensburg and Wheatley, Ont., by the complainants.

1646. Application of the Canadian Manufacturers' Association *re* classification of automobiles, proposed by the Canadian Freight Association. (Filed 4364. Case 3712.)

Order made refusing application for variation in Canadian classification rating of automobiles and other self propelling vehicles taken apart by changing to double first-class and that this change be incorporated in the forthcoming amendments of the Canadian Classification.

1647. Application of the corporation of the city of Toronto, under Sections No. 315, 317, 323, 341, and 77 for order compelling Grand Trunk and Canadian Pacific Railway Companies to provide commutation rates to and from city of Toronto and suburban municipalities within a certain radius. For an order compelling railways to cease discriminating unjustly between the city of Toronto and other cities of same or greater size with reference to tolls, and discriminating between towns of Oakville and Streetsville and the towns of Brampton, Whitby, and Oshawa or others similarly situated. (File 9351. Case 4492.)

Order made providing for a stated case to be submitted to the Supreme Court of Canada.

1648. Application of the Coniagas Mines, Limited, and the Coniagas Reduction Company, Limited, for an order disallowing such portions of the rates on silver ore charged by the Grand Trunk Railway Company and the Canadian Pacific Railway Company, shipped from Cobalt to the works of the Coniagas Reduction Company, Limited, at the township of Thorold, Ontario. (Adjourned hearing). (File 9052.)

Withdrawn by the applicant without prejudice to the right to renew the application in the event of the parties not being able to adjust their differences.

1649. In re order of the Board dated February 23, 1905, granting leave to the Grand Trunk Railway Company to expropriate certain lands in the city of Toronto for the purpose of a union station, and in the matter of the taking of further evidence on the question of the existence or non-existence of streets or highways south of the Esplanade in the city of Toronto, Ont. (Adjourned hearing). (File 588. Case 3322.)

Order made that the Railway Companies on or before June 9, 1911, construct a four track viaduct as set out in the order. See order 7200, dated June 9, 1909. Appeal from the order of the Board made to the Supreme Court of Canada.

1650. Application of the Canadian Pacific Railway under Section No. 257 of the Railway Act, for approval of bridge at mile 58·5 Cobb's lake, Montreal and Ottawa section. (File 3429. Case 4397.)

Application granted.

1651. Complaint of the Council Board of the township of Schreiber, Ont., respecting alleged dangerous crossing of the Canadian Pacific Railway Company at Winnipeg street, in the village of Schreiber, Ont. (Adjourned hearing.) (File 9437. Case 4691.)

Plans of subway approved and consent agreement ratified upon subway being 18 feet. Station location also approved.

1652. Application of the Grand Trunk Pacific Railway under Section 178, for authority to take right of way 200 feet in width across government lands between eastern line township 12, R. 13, W. 1, Mer., and eastern boundary B.C. (This stands over from Ottawa April sittings for material to be completed. (Adjourned hearing.) (File 9085. Case 4343.)

Application refused.

1653. Application of the Canadian Pacific Railway, as lessees Georgian Bay and Seaboard Railway, under section No. 177 of the Railway Act, 1903, for order granting leave to cross the tracks of the Grand Trunk Railway near Eldon, Ont. (File 2648.)

Application withdrawn.

1654. Application of the Canadian Pacific Railway on behalf of the Georgian Bay and Seaboard Railway, under section 177 of the Railway Act, 1903, for order authorizing the applicants to cross with its tracks the tracks of the Grand Trunk Railway at Lindsay, Ontario. (File 3023.)

Order made granting leave to cross by means of an overhead crossing.

1655. Complaint of R. B. Faith, Ottawa, Ont., Miss E. E. Betts, et al. alleging uncleanly condition of passenger coaches on the Ottawa and New York Railway. (File 8434.)

Stands for further consideration and inspection from time to time.

1656. Protection of highway crossings of Canadian Pacific Railway, Grand Trunk Railway and Boston and Maine Railway Companies on College Street, Lennoxville, Quebec. To be spoken to. (File 419. Case 842.)

Order confirmed.

1657. Application of Messrs. Cameron & Company, under sections 222 and 227 for authority to construct a line of railway connecting their private siding with main line of Grand Trunk Railway at Aylen Lake Station, Ont. (File 8768. Case 4121.)

Order made subject to the execution of agreement between the applicants and the railway company.

1658. In *re* complaint of corporation of city of Montreal, Quebec, against rates, services, and operation of Montreal Park and Island Railway, and in *re* order of the Board, No. 6805, April 6, 1909, directing the Montreal Street Railway to show cause why it should not join with the Montreal Park and Island Railway in establishing a through route and through rates with the said Montreal Park and Island Railway. (Adjourned hearing.) (File 9527.)

Order made in accordance with judgment of Chief Commissioner delivered at the hearing. 30 days' stay granted.

1659. Application of Geo. H. Watson, of the city of Toronto, Ont., under sections 26, 30 and 259 of the Railway Act, and such other provisions of the Act as are applicable thereto declaring that the plan, profile and book of reference deposited by the Calgary and Edmonton Railway Company, or by the Canadian Pacific Railway Company, the lessees of the said railway company in the Land Titles Office for the North Alberta Land Registration District, on the 26th day of May, 1905, is not in accordance with the provisions of the said Railway Act relating thereto, and that the deposit of this plan, profile and book of reference so far as the same affects lots numbers fifty-seven (57), fifty-eight (58), fifty-nine (59) and sixty-three (63), all in block nine (9) of the Hudson Bay Mining Company's Reserve, Edmonton, be cancelled and annulled and declared to be void and of no effect as against the petitioners.

And in the alternative for an order that under any proceedings taken or to be taken to expropriate the said lands the compensation or damages to be paid by the said company in respect of the lands of the petitioners shall be ascertained with reference to the date of the service upon the petitioner of the notice to expropriate the said lands and not the date of the deposit of the said plan, profile and book of reference. (Adjourned hearing.) (File 1418. Case 911.)

By consent similar order to go as in the McDougall and Secord case. (See file 1418. Case 4449.)

1660. In *re* order of the Board requiring railway companies subject to its jurisdiction to install fire extinguishers in passenger cars.

NOTE.—Railway companies having failed to comply with the Board's orders will be required to show cause why the penalty for such failure should not be enforced.

Time extended to run from November 1, 1908.

1661. Consideration of draft order of the Board in the matter of complaint against railway companies for non-compliance with provisions of the statute regarding fences, cattle-guards and public railway crossings. (File 9994. Case 4897.)

Order made.

1662. Application Quebec, Montreal and Southern Railway under section 227 for authority to extend their terminal at St. Lambert, Quebec, so as to form a connection between the Quebec, Montreal and Southern Railway and Rouses' Point Division of Grand Trunk Railway. (File 6380. Case 2705.)

Application dismissed.

1663. Application of the Vancouver, Victoria and Eastern Railway under section 227 for approval of crossing of the British Columbia Electric Railway on Harris Street, Vancouver, British Columbia. (File 10203.)

Application granted. Crossing to be protected by a half interlocker to be installed and maintained at the expense of the applicants.

1664. Application of the Vancouver, Victoria and Eastern Railway under section 227 for authority to cross the tracks of the British Columbia Electric Railway on Hastings Street, Vancouver, British Columbia. (File 10204.)

Application granted. Crossing to be protected by a half interlocker to be installed and maintained at the expense of the applicants.

1665. Application of the Times Publishing Company, of London, England, under the Railway Act, for an order directing the Canadian Pacific Railway Telegraph, Great Northwestern Telegraph and Western Union Telegraph Companies to transmit press-messages to the Marconi Wireless Station at Glace Bay at the same rates as charged to other points along Atlantic coast of Canada. (File 10078.)

Application refused. Judgment of Chief Commissioner orally given. Judgment that order asked for cannot now be made but application to stand for consideration along with general telegraph question.

1666. Application of the Commercial Acetylene Company, New York, *re* express companies operating in Canada, subject to the jurisdiction of the Board, to classify for transportation acetylene gas when shipped under the so-called 'safety storage system.'

NOTE.—The Board will consider the question whether it has jurisdiction to make the order asked for, the point of jurisdiction not havng been argued before the Board when the matter was last heard. (File 8801. Case 4146.)

Order made rescinding orders 6167 and 6366, dated respectively the 4th and 22nd February, 1909.

1667. Complaint of Downing's American Despatch against the charge made by the Canadian Pacific Railway Company of the local rate from Fort William, Ontario, to Winnipeg, Manitoba, on their shipments from Europe instead of *pro rata* proportion of lake and rail rates agreed upon by the Canadian Pacific Railway and boat lines. (File 9413.)

Application refused in accordance with the judgment of the Chief Commissioner delivered at the conclusion of the hearing.

1668. Complaint of Messrs. C. E. Plain & Co., of Ottawa, Ontario, alleging excessive rates charged by the Canadian Pacific Railway Company on shipments of apples from Picton to Smiths Falls as compared with rate from Picton to Ottawa. (File 8939.)

Complaint dismissed. For judgment of the Chief Commissioner, dated May 20, 1909, see Appendix.

1669. Complaint of Messrs. Stark Bros., Co., Limited, of Toronto, Ont., alleging excessive freight rates charged on a car of corn from Buxton, Ont., to Bannockburn, Ont. (File 9956.)

Application dismissed.

1670. Application of the Canadian Portland Cement Company, Limited, Toronto, Ontario, under sections 315 and 334 of the Railway Act, for an order directing the Grand Trunk and Bay of Quinté Railway Companies to establish and maintain a through joint rate on soft coal to Marlbank. (File 10114.)

Order made directing the railway companies to publish and file with the Board a tariff of joint rates on bituminous coal from Black Rock, N.Y., and Suspension Bridge, N.Y., to Marlbank, of $1.43 per ton of 2,000 lbs. on a minimum weight of 15 net tons per carload with certain exceptions, as set out in order. See order 7495, dated June 25, 1909.

1671. Application of the Transportation Bureau of the Montreal, Quebec, Board of Trade, for an order directing a reduction on the second class rating on ingot tin in the Canadian Classification to third class, as in the Official Classification. (File 9428.)

Order made dismissing the application.

1672. Consideration of general terms and conditions of carriage to be embodied in bill of lading for the handling of traffic by railways subject to the jurisdiction of the Board. (File 3678.)

Order issued settling form of bill of lading.

1673. Application of the city of Toronto, under sections 237 and 238 of the Railway Act, directing the Grand Trunk Railway Company of Canada to protect the crossing of Eastern avenue in the city of Toronto, by the line of the Toronto Belt Line Railway by gates and watchman, and the cost of same to be at the expense of the said railway, as provided by the agreement between the Toronto Belt Line Railway Company and the corporation of the city of Toronto, dated July 3, 1891. Adjourned hearing. (File 8970. Case 4264.)

Application dismissed.

1674. Application of the corporation of the city of Toronto, under section 186 of the Railway Act, 1903, for an order permitting the said corporation to construct a high level bridge across the Don improvement and the tracks of the Canadian Pacific Railway Company and the Grand Trunk Railway Company crossing King street (or Queen street) East, in the city of Toronto, and for an order determining the proportion to be borne by the said railways and other parties interested of the costs and expenses incident to the construction and maintenance of said bridge, including damages to any property which may be injuriously affected thereby. Adjourned hearing. (File 1621.)

Application dismissed.

1675. Application of the Grand Trunk Railway System of Canada, and the Canadian Pacific Railway Company, under section No. 30 of the Railway Act, and in pursuance of the provisions of order No. 6129 of the Board, dated Janaury 12, 1909, for an order fixing the terms upon which the Canadian Northern Ontario Railway Company shall use the Union Station property at Toronto, Ontario. (File 588.5.)

Application refused.

1676. Consideration by the Board of the question of raising the bridges of the Grand Trunk Railway Company, and the Niagara, St. Catherines and Toronto Railway Company, at:—

1. Public road between lots 16 and 17;
2. Niagara, St. Catherines and Toronto Railway bridge;
3. Merrit street bridge;

to the standard height of 22 feet 6 inches required by the Board. Adjourned hearing. (File 8907.)

Grand Trunk Railway undertakes to raise bridge between lots 16 and 17. No order made.

1677. Complaints of the village of Burlington, Ontario, alleging dangerous condition of the Grand Trunk Railway crossing in the westerly limits of the village of Burlington, Ontario. (File 9416.)

No order made. Company explained the plan and situation.

1678. Complaint of the municipal council of the corporation of the county of Essex alleging dangerous condition of crossing of the Michigan Central Railroad Company, and the Windsor, Essex and Lake Shore Rapid Railway Company, on the town line between the townships of Sandwich East and Sandwich West, Ontario. (File 9437. Case 4698.)

Order made for watchman pending the installation of gates. The gates to be installed by August 31, 1909. The expense of the watchman and of gates to be borne by the Michigan Central Railroad Company.

1679. Application of the municipal corporation of the township of Canboro, in the county of Haldimand, Ontario, under section 237 of the Railway Act, for an order directing the Canada Southern Railway Company, operated by Michigan Central Railroad Company, to provide and construct a suitable highway crossing over its line of railway to connect the highway laid out by the said corporation where the same intersects lot No. 8, in the third concession of the said township of Canboro. (File 7732. Case 4385.)

Order made directing railway company to construct highway crossing at its own expense. See order No. 7254, dated June 15, 1909.

1680. Application of the Essex Terminal Railway Company, under sections No. 177 and 167 of the Railway Act, for order authorizing the taking of additional lands without the consent of the owners. Such lands belong to Windsor Fair Grounds and Driving Park Association and others. (File 10194.)

Order to go in terms of consent filed.

1681. Application of the Canadian Pacific Railway Company, under sections Nos. 222 and 227, for authority to construct a branch line from a point at London section mile 10-15, lot 8, concession 4, township of Etobicoke, to point on Grand

Trunk Railway, lot 9, concession 1, township of Etobicoke and 'Y' section. (File 10112.)

Order made authorizing the construction of the branch line.

1682. Application of the Canadian Pacific Railway Company, under section 186, for approval of diversion of St. Clair avenue and Scarlet road, township of York, and for the opening of one square crossing instead of two crossings now existing. Adjourned hearing. (File 1493. Case 487.)

Application withdrawn.

1683. Complaint of the Board of Trade of Dawson, Y.T., respecting freight rates of the White Pass & Yukon Railway Company.

Counsel for complainants to file and serve the complaint in re ore shipments. Former complaint stands for argument.

1684. Complaint of W. Booth Lumber Company, Limited, Toronto, Ont., alleging excessive interswitching charges by the Canadian Pacific Railway and Grand Trunk Railway. (Complainants siding said to be outside four mile limit.) (File 4459. Case 1182.)

Note.—The matter to be spoken to is the affidavit of Moses A. Fullinton, Civil Engineer, Toronto, dated May 10, 1909, setting forth that the distance is beyond the four mile limit.

Application withdrawn without prejudice to the rights of the applicant to renew.

1685. Application of the Retail Coal Dealers' Association, for an order under the Railway Act respecting:

1. Receiving of coal from shippers.
2. Receiving of coal from other railways.
3. Weighing of coal at port of entry.
4. Weighing cars uncoupled.
5. Weighing at nearest scale to destination.
6. Weighing as soon as unloaded.
7. Collect freight only on tonnage reaching destination.
8. Monthly settlement of shortage.
9. Re time of settlement.
10. That railways put in scales.

(Note). This matter has been put down to be spoken to before an order is issued entitling coal merchants, should they desire it, to have coal weighed at the gateway or point of entry into Canada. (Adjourned hearing.) (File 6026. Case 3625.)

Order made for the weighing of cars at the port of entry free of charge. Order to apply only to points of entry and delivery in the province of Ontario.

1686. Approval of tariffs of tolls of express companies pursuant to the provisions of section 348 of the Railway Act. (File 4214. Case 1503.)

Stands pending completion of general express inquiry.

1687. Application township of Ekfrid, county of Middlesex, to amend order of Board No. 6914, dated April 27, 1909, authorizing construction of a drain under Grand Trunk Railway Company's tracks.

Application dismissed. Leave reserved to applicant to make fresh application.

1688. Re Essex Terminal. Mr. Wilson to state in writing the respects wherein he desires the order amended to comply with the judgment of the late Chief Commissioner, first submitting the written statement to Mr. Coburn. (File 3704. Case 1680.)

Order made refusing application to rescind orders of 13th and 22nd March, 1907, and June 5, 1906. Windsor, Essex and Lake Shore Rapid Railway Company authorized to maintain and operate its railway along the gravel road. Order of the Board No. 6768, dated March 26, 1908, and orders 4817, 5204 and 1139 rescinded in so far as they direct the installation of interlocking plants at the crossings in question. See order No. 8993, dated December 15, 1909.

1689. Application of the municipal corporation of the village of Coteau, Quebec, for an order directing the Grand Trunk Railway Company, to open Omaha street, and Rue de l'Eglise claimed to have been closed by the railway company. (Adjourned hearing.) (File 8642.)

Application dismissed.

1690. Application of Joseph Ethier, Montreal, Quebec, under Section 29 of the Railway Act to amend order of the Board January 23, 1905, authorizing Grand Trunk Railway to take certain lands then the property of the city of Ste. Cunegonde and in said order described. (File 1355.1.)

Application dismissed.

1691. Application of William Payette of the city and district of Montreal and others, for order under sections 237 and 238 of the Railway Act directing the Canadian Pacific Railway to construct a tunnel under its line where the same crosses Iberville street. (File 10088.)

Order made that plans be filed within twenty days. Width of subway and other particulars to be to the satisfaction of Engineer of Board. Work to be started within thirty days and finished within six months after the approval of the plans.

1692. Application of Marshall Hughes, under the Railway Act, for an order that the Canadian Pacific Railway Company's plan of Lot 50, Block 9, Hudson Bay Reserve, Edmonton, be cancelled in so far as it affects the said lands. (File 1418. Case 911.)

Withdrawn by applicant.

1693. Application of Thomas Wilson, Ottawa, Ont., under Sections 252, 253 and other sections relating thereto, for an order directing the Canada Atlantic Railway Company, to provide and construct a suitable crossing where the company's railway abuts the land of the said Thomas Wilson, and at the point indicated in the description set out in the application. (File 10288.)

Order made granting applicant leave to continue use of crossing in the nature of a farm crossing. Conditions to be inserted in order as stated at hearing.

1694. Application of the Canadian Northern Railway under Section 227 for authority to construct a line across the Canadian Pacific Railway Company, near Jacques Cartier, at Mile 49.3 south from Hawkesbury, Ontario. (File 6551. Case 2764.)

Withdrawn.

1695. Application of the Grand Trunk Railway Company of Canada for a decision on the question of interlocking plants and responsibility of the senior company for accidents arising out of the negligence of the men in charge. (Application 7815.)

Railways to submit terms of standard order.

1696. Consideration by the Board of the question of providing better protection of wooden trestles and bridges on lines of railway subject to the jurisdiction of the Board. (Application 4966. Case 1860.)

The Board decided not to take any further action in the matter at present.

1697. Application of the Canadian Pacific Railway Company, under sections 222 and 237, for authority to construct a spur at Mile End, in town of St. Louis, city of Montreal, to the premises of Messrs. Francis Hyde & Company, crossing Sanguinet street. (File 10413.)

Order made in terms of consent filed.

1698. Application of the city of Toronto, under section 237, for authority to extend Wilton street easterly from River street across the River Don by means of a bridge across the tracks of the Grand Trunk, Canadian Pacific and Northern Ontario Railways upon the Don Improvement, Toronto, Ontario. (File 10173.)

Order made in terms of consent filed.

1699. Application of the Canadian Pacific Railway Company, under section 229, for order directing the Canadian Northern Railway to install, maintain and operate an interlocking plant, at its own expense, at the point where its line crosses the line of the Canadian Pacific Railway at Gladstone, Manitoba. (File 80.1.)

Order made to install interlocking plant. Applicant company to pay the whole cost of providing and maintaining the same. The work to be completed by October 1, 1909.

1700. Complaint of the Board of Trade of Dawson, Y.T., respecting freight rates on the White Pass and Yukon Railway Company. (Application 2030.)

Stands for further argument.

1701. Application of the Montreal Park and Island Railway Company for leave to appeal, and application of the city of Montreal to revise the order made. (Application 9527.)

Order made granting leave to appeal on question of law.

1702. Application of the Canadian Pacific Railway to vary terms of order of the Board June 3, 1909, in the matter of the application of the city of Toronto for order directing the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company to carry York street and certain other streets under the tracks of the said railway companies. (File 588. Case 3322.)

Order made that railway companies within two years from date construct four-track viaduct along the water front, Toronto. See order No. 7200, dated June 9, 1909.

1703. Application of the Canadian Freight Association, under section 321 of the Railway Act, for an order approving of the proposed supplement to the Canadian Classification, namely, No. 1 to Classification No. 14.

NOTE.—The Board will consider the question of classification of silos, wooden tanks, vats knocked down, referred to in paragraph 2 of order of the Board, dated May 10, 1909. (File 9428. Case 4535.)

Order made that order 7023, dated May 10, 1909, be amended by striking out clause 2 of said order.

1704. Application of the Grand Trunk Railway Company of Canada, under the Railway Act for leave to appeal to the Supreme Court of Canada, from the order of the Board, dated May 19, 1909, in the matter of the complaint of the British American Oil Company *re* refusal of the Grand Trunk Railway to carry crude oil, originating at Stoy, Illinois, and destined to Toronto, Ontario, at fifth class rate in accordance with the Official Classification. (File 7529. Case 3269.)

Application granted. Grand Trunk Railway Company to submit questions within a week. Appeal to go down at October sittings, Supreme Court of Canada.

1705. Application of Hamilton, Waterloo and Guelph Railway, under the Railway Act, for approval of amended location from village of Sheffield to and into the town of Galt, Ontario. (File 3298.4.)

Order made contingent on consent being filed from the town of Galt and township of Beverly.

1706. Application of the Canadian Southern Railway, under sections 237 to 240 inclusive, and section 257 of the Railway Act, for authority to construct a subway at the Tecumseh road, in the township of Sandwich West, in the county of Essex, Ontario, in accordance with the plans, profiles and specifications filed, also authorizing the diversion of the Tecumseh drain, and to construct a water pipe in, upon, along and across Wellington avenue, and Tecumseh road, and apportioning the cost of the said works; also for an order approving, under section 258 of the Railway Act, the location of the proposed station as shown on the plan. (File 1961.2.)

Order made in accordance with plan field; but providing for 30-foot subway 5-foot sidewalk on either side; drainage as per plan; water pipe may be placed on street but railway company to indemnify municipality; station site to stand over until September sittings.

1707. Application of the Grand Trunk Pacific Railway, under section 162, for an order to correct plan and book of reference of their main line north, so far as it affects block 17; also so far as it affects branch line through blocks 32, 27 and 17 of the Hagmann estate, north of Edmonton, Alta. (File 2236.30.)

Order made without prejudice to the rights of Marsan *et al.*

1708. Application of the Vancouver, Victoria and Eastern Railway, under section 167, for order authorizing the amended location of branch line from Sapperton to Fraser River Lumber Company's mills, New Westminster, B.C., across tracks of the Canadian Pacific Railway. (File 2561.1.)

Order made. Full interlocking to be provided at the expense of the applicants.

1709. Application of the National Transcontinental Railway, under section 227, for authority to cross the tracks of the Canadian Northern Railway Company at or near St. Boniface, Manitoba. (File 10354.)

Application refused. National Transcontinental to find another location.

1710. Application of the National Transcontinental Railway, under section 227, for authority to cross the tracks of the Canadian Pacific Railway Company at or near St. Boniface, Manitoba. (File 10384.)

Application refused. National Transcontinental to find another location.

1711. Application of the Canadian Northern Ontario Railway Company, under section 159, for approval of location through the townships of Gloucester and Nepean, county of Carleton, Ontario, from mileage 53·91 to 57·42 west from Hawkesbury. (File 2342.3.)

Order made approving location. Application for connection withdrawn.

1712. Application of the Canadian Northern Ontario Railway Company, under sections 227 and 228, for authority to cross and connect the tracks of the Ottawa and Prescott Railway, at mileage 56·6 west from Hawkesbury, and connect with Canadian Pacific Railway at mileage 57·17 west from Hawkesbury, Ontario. (File 10823.)

Order made providing interlocking plant to the satisfaction of the Board's engineer.

1713. Application of the Canadian Northern Ontario Railway Company, under section 178, for authority to take part of lot 12, con. F, township of Medora, belonging to C. H. Woodward, for the purposes of avoiding a sink hole. (File 10387.)

Order made by consent.

1714. Consideration of the question of proper protection at the railway crossing of Raglan Street, Renfrew, Ontario, where it is crossed by the tracks of the Canadian Pacific Railway Company and the Kingston and Pembroke Railway Company. (Adjourned hearing.) (File 686.)

Order made providing for installation of gates at Raglan street. The question of the cost and operation reserved. Bell at Raglan street to be removed to Argyle street.

1715. Application of Herbert Bingham and Joseph Quenneville, of the unincorporated village of Crysler, in the township of Finch, in the county of Stormont, Robert Stevens and Thomas Fleming of the said township of Finch, and Louis A. Landry of the township of Cambridge, in the county of Russell, for an order directing the Ottawa and New York Railway Company to rebuild their railway station at the said unincorporated village of Crysler, at a point on the north east side of their railway line about 1,657 feet in a northwesterly direction from the site of their previous station. (File 8699. Case 4077.)

Application refused.

1716. Application of the town of Prescott, Ontario, for an order, under section 250, for authority to lay a sewer pipe under the Canadian Pacific Railway at eastern end of the town of Prescott, Ontario. (File 10105.)

Order made in terms of consent filed.

1717. Application of the Montreal, Park and Island Railway, under the Railway Act, for approval of proposed extension of its line along St. Denis Street, in the city of Montreal, Que. (File 10496.)

Application dismissed.

1718. Application of the Grand Trunk Railway Company, under section No. 29, for order amending order of the Railway Committee of the Privy Council, dated September 3, 1892, approving of the place and mode of protection of the crossing by the line of the Davenport Street Railway Company of the line of the Grand Trunk Railway (Northern Division), Davenport Road, township of York, now in the city of Toronto, by directing the Toronto Suburban Railway, to install and maintain at their expense, derails in their tracks on each side of the said crossing, and to interlock the same with semaphores to be installed and maintained by the applicant company at the expense of the Toronto Surburban Railway. (File 10735.)

Order made for a half interlocking plant to be installed. Distribution of the cost as already provided for in previous order to remain.

1719. Application of the Toronto Suburban Railway for order amending order of the Railway Committee of the Privy Council, dated September 3, 1892, by reducing the amount paid by the Toronto Suburban Railway Company, for the construction, maintenance, operation and protection at Davenport Road, and apportioning the said cost against the municipal corporation of the township of York, the city of Toronto and the Grand Trunk Railway. (File 132·2.)

Order made amending order of the Railway Committee by providing for a half interlocking plant being installed in addition to the gates. Work to be completed by December 31, 1909. The Electrical Company's application to reduce the amount paid by it dismissed.

1720. Application of the Grand Trunk Railway Company of Canada, under sections 167 and 176 of the Railway Act, for approval of the revised location of the branch line to a point on Pacific Avenue, in the city of Toronto, opposite the northerly limit of certain lands owned by the Brunswick, Balke & Collender Company, which the Grand Trunk Railway Company were authorized to construct by order of the Board dated March 18, 1905, authorizing the Grand Trunk Railway Company to take possession of, use and occupy for the purposes of a portion of the right-of-way of the said branch line, mentioned in paragraph 1 of this application, certain lands and premises owned by the Canadian Pacific Railway Company, in the city of Toronto, containing an area of about 0·264 acres. (Files 1359. Case 3492.) (Adjourned hearing.)

Application refused.

1721. Application of the municipality of the township of Nepean, county of Carleton, Ontario, under section 235 to 238 inclusive, of the Railway Act of 1903, for order directing Canadian Pacific Railway to provide and construct a suitable highway crossing over the railway where it passes at the south end of Gainsboro Avenue, in the township of Nepean, such crossing to provide for means of uninterrupted travel from the Ottawa river and lands on the north side of the said railway to Scott Street, and lands on the south side of the railway. (File 10245.)

Order made for crossing at the expense of the applicants as to construction and maintenance.

1722. Application of the Grand Trunk Railway, under section 178, for authority to expropriate a portion of the estate of the late John Stewart and Mrs. Eva Caroline Carling on Besserer Street, Ottawa, Ontario. (File 10787.)

Order made for expropriation.

1723. Consideration of the question of protection of Grand Trunk Railway street crossings at Place St. Henri and St. Ferdinand Street, Montreal. (File 9437-36.)

Order made for watchman to be placed at St. Henri and St. Ferdinand Streets. Costs to be borne by the railway company.

1724. Application of the Canadian Pacific Railway Company, under section 257 of the Railway Act, for approval of plans of proposed bridge over Moison creek, at mile 92·1 Windsor section, township of Rochester, Ontario. (File 3526·8.)

Order made approving plan.

1725. Application of the council of the town of Campbellford, Board of Trade, manufacturers, merchants and business men for order directing the Grand Trunk Railway Company to provide better passenger train connections between Campbellford and Toronto, Ont. (File 10330.)

Application dismissed.

1726. Consideration of the question of insufficient passenger and freight service furnished by the Grand Trunk Railway and Wabash Railway, between St. Thomas and Glencoe, Ontario. (File 2156. Case 3345.)

The Board decided not to interfere with the existing arrangement between the companies.

1727. Complaint of Rev. J. B. Grenier, of St. Tite, Que., respecting alleged inefficiency of the train service of the Canadian Northern Quebec Railway Company between Quebec and Montreal, also station accommodation at Heronville, Garneau, and St. Tite, Quebec. (File 8304.)

Complaint dismissed.

1728. Complaint of the residents of Watford, Ontario, alleging poor train service by the Grand Trunk Railway Company to and from Watford, Ontario. (File 9675.)

Complaint dismissed.

1729. Cost of installing and maintaining electric bells at highway crossings. (File 8802. Case 4147.) To be spoken to.

Board decided to take no further action at present in the matter.

1730. Consideration of circular No. 38 respecting the removal of all switch stands and other obstructions to a distance of six feet clear of the main line and in cases where high switch stands cannot be removed to this distance, they be replaced by dwarf switch, as well as the removal of all other obstructions. (File 10558.)

The matter dismissed. The Board, after hearing the railway companies, holding that it could not make an order.

1731. Application of C. P. Riel, under the Railway Act, for an order directing the Great Northern Railway Company to refund alleged overcharge on shipments of ties from Rykerts, B.C., to Portage la Prairie, Man. (File 9659. Case 4689.)

Leave given to refund on basis of 33 cents on shipments moving prior to February 12, 1908.

1732. Application of the Quebec Railway, Light and Power Company, under the Railway Act, for approval of new standard local passenger tariff No. 6, C.R.C. No. 8, to supersede C.R.C. No. 1 approved by the Board December 13, 1904. (File 10136.1.)

The Board delivered judgment allowing the advance of 2½ cents. Permission granted to renew the application at the end of the year. New tariff to be filed in the meantime.

1733. Application of the Dominion Millers' Association, under the Railway Act, for an order requiring the Canadian Pacific Railway Company to reduce its charges for the elevating and storing of grain at Fort William, Ontario, on the ground that they are excessive. (File 10542.)

Application refused.

1734. Application of the Manitoba Grain Growers' Association, under the Railway Act, for an order requiring the Canadian Pacific Railway Company to reduce their charges for elevation and storage at their terminal at Fort William to the same charges as they make for similar services at Owen Sound, east of the Lake, and requiring the Canadian Northern Railway Company at Port Arthur and the Grand Trunk Pacific at Fort William to make similar reductions in their storage charges to apply to their terminal elevators. (File 10542.1.)

Application refused in accordance with the judgment of the Chief Commissioner delivered at the conclusion of the argument. For judgment see Appendix.

1735. Complaint of the Fruit Growers against the Dominion and Canadian Express Companies of the new Queenston tariff.

Order made providing for the cancellation of the 30 cent tariff.

1736. Application of the Grand Trunk Pacific Railway, under section 159, for approval of location of its line of railway through town of Fort William, Ontario. (File 1519, Part III.)

Order made approving of the location of the applicant company's line through Fort William, subject to the terms and conditions contained in agreements between the parties dated March 29, 1905, and December 1, 1908. See order 8493, dated October 6, 1909.

NOTE.—The Grand Trunk Pacific Railway Company have appealed to the Supreme Court of Canada on the question of jurisdiction of the Board to make said order.

1737. Application of the Fort William Terminal Railway and Bridge Company, under section 167, for an order approving of revised location of its line of railway as previously approved by order of the Board No. 4195, dated December 24, 1907, said diversion being from a point on Christina street in the town of Fort William, thence crossing the Kaministiquia river and across islands Nos. two (2) and one (1) as shown on the plan on file with the Board. (File 4805.2.)

Order made approving of revised location. Order 7603, dated July 15, 1909.

1738. Application of the Canadian Pacific Railway Company, under section 222, for authority to construct a branch line to premises of Muirhead and Black, Fort William, Ont. (File 8158. Case 3710.)

Order made refusing the application.

1739. Application of the Canadian Pacific Railway Company, under section 237, for authority to construct branch line along Hardisty street, to premises of Muirhead and Black, in the town of Fort William, Ontario. (File 8158. Case 3711.)

Order made granting the application.

1740. Application of the Canadian Pacific Railway under section 257, for approval of overhead footbridge on Brown street, West Fort William, Ontario. (File 6586. Case 2311.)

Order made approving of the plan. Applicant to extend the bridge southerly over its tracks at its own expense.

1741. Application of the city of Fort William, Ont., under section 227, for authority to cross the main line of the Canadian Northern Railway with its street railway at Frederica Street, Fort William, Ont. (File 10865.)

Order made granting the application. The cost of providing and maintaining the interlocking plant to be divided equally between the applicant and the railway company.

1742. Application of the corporation of the city of Fort William, Ont., under sections 227, 235 and 247, to cross at level the tracks of the Canadian Pacific Railway Company with its electric street railway and with the necessary poles and wires to transmit power at the intersection of the lines of the Canadian Pacific Railway Company, at Pacific Avenue; also to construct a suitable highway crossing at the intersection of the lines of the Canadian Pacific Railway Company, at Pacific Avenue, Fort William, Ont. (File 10927.)

Order made granting the application. The crossing to be protected by a half interlocker. The cost to be borne as provided in the agreement between the parties, dated December 14, 1908.

1743. Application of the Mt. McKay and Kakabeka Falls Railway Company, under section 227 of the Railway Act, for authority to cross the tracks of the Grand Trunk Pacific Railway Company, at Yonge Street and Montreal Street in the city of Fort William, Ont. (File 5585. Case 2278.)

Order made approving of the crossing. The crossing to be protected by a day and night watchman at the expense of the city of Fort William. A derailing plant to be installed by June 15, 1910.

1744. Application of the Mt. McKay and Kakabeka Falls Railway, under section 227 of the Railway Act, for authority to cross the tracks of the Canadian Northern Railway at Francis Street, in the city of Fort William, Ont. (File 5585. Case 2277.)

Application withdrawn.

1745. Application of the Mt. McKay and Kakabeka Falls Railway Company, under section 227 of the Railway Act, for authority to cross the tracks of the Canadian Northern Railway at Yonge Street, in the city of Fort William, Ont. (File 5585. Case 2279.)

Order made authorizing the crossing. The same to be protected by derails to be installed by the applicants at their own expense by June 15, 1910. In the meantime a day and night watchman to be kept at the crossing at the expense of the city of Fort William.

1746. Application of the Mt. McKay and Kakabeka Falls Railway Company, under section 227 of the Railway Act, for authority to cross the tracks of the Canadian Pacific Railway at McTavish Street, in the city of Fort William, Ont. (File 5585. Case 2280.)

Application withdrawn.

1747. Application of the Mt. McKay and Kakabeka Falls Railway Company, under section 227 of the Railway Act, for authority to cross the tracks of the Canadian Pacific Railway at Yonge Street, in the city of Fort William, Ont. (File 5585 Case 2281.)

Order made granting leave to the applicant company to cross and provide for installation of an interlocking plant. The applicant company to bear all costs of installation and maintenance.

1748. Application of the Canadian Northern Ontario Railway, under section 178, for authority to take part of lot 4, con. 4, township of McKim, district of Sudbury, for the purpose of securing the efficient operation of its railway and the construction of a 'Y.' (File 8311. Case 3821.)

Application withdrawn.

1749. Complaint of J. J. Beaumont and other property owners on and about Muskoka lake and district of Muskoka, Ont., *re* Canadian Northern Ontario Railway putting in a stone filling at Coulters Narrows, flooding the lands of complainants. (File 1334. Case 737.)

Order made directing the railway company to remove by April 1, 1910, to the satisfaction of the Board's engineer the obstructions placed at Coulters Narrows.

By consent the time was afterwards extended.

1750. Application of the Vancouver and Lulu Island Railway Company, under the Railway Act, for authority to cross with branch line Grenville street in the municipality of Point Grey, about 124 feet south of the boundary of the city of Vancouver, B.C. (File 10446.)

Order made granting the application.

1751. Application of the Canadian Northern Quebec Railway Company, under sections 222 and 227, for authority to construct a branch line to the premises of Warden King, Limited, Maisonneuve, Quebec, and also to cross the intervening tracks of the Montreal Terminal Railway. (File 10843.)

Order made authorizing the construction of the spur and permitting applicant company to use in common with the Montreal Terminal Railway Company, as a joint track, a portion of the Montreal Terminal Railway Company's line, on basis of applicant company paying interest on one-half of the value of the line so used, and one-half of its maintenance on the usual terms according to wheelage. See order No. 7789, dated July 26, 1909.

1752. Application of the corporation of the town of Leamington, in the county of Essex, under section 237 of the Railway Act, for leave to open up and construct a street or highway over and across the right-of-way of the Leamington and St. Clair Branch of the Michigan Central Railroad Company, to connect the south or blind end of Hodgins Street with Elliott Street, in the town of Leamington. (File 10961.)

Application dismissed.

1753. Consideration of the question of length of sections; the Brandon, Saskatchewan and Hudson Bay Railway, to show cause why it should not be required to increase the staff of the sectionmen upon its line. (File 10170.)

Order made requiring two men and a foreman on each section of the road.

1754. Application of the Vancouver Power Company, Limited, under section 227, for leave to cross the tracks of the New Westminster and Southern Railway at Cloverdale, B.C. (File 11295.)

Order made granting the application and providing for the installation of an interlocking plant, to be completed by April 30, 1910. Applicant company to bear and pay the whole cost of providing, maintaining and operating the said plant. See order No. 8110, dated September 14, 1909.

1755. Application of the Nipissing Central Railway Company, under section 237 of the Railway Act, for approval of an overhead crossing of the Temiskaming and Northern Ontario Railway Company, in the town of Argentite, Ontario. (File 11013.)

Order made in terms of agreement between the parties.

1756. Application of the corporation of the village of Morrisburg, Ontario, for an order directing the Grand Trunk Railway Company to protect the Gravel Road crossing, so-called, just east of the station in the village of Morrisburg.

This application is set down for the purpose of enabling the parties to speak to the question of costs. (File 8802. Case 4147.)

Order to stand.

1757. Application of the city of Montreal to rescind, modify, or vary order of the Board, dated October 6, 1908, No. 5939, authorizing the Grand Trunk Railway Company to construct a branch line of railway to the premises of the Simonds Canada Saw Company, Jenkins Brothers, the Lang Manufacturing Company, and other industries. (File 3048. Case 3532.)

Stands *sine die* to be brought on if any one sues city later on.

1758. Petition of the residents of Seguin Falls, Ontario, and vicinity, for an order requiring the Grand Trunk Railway Company to construct a proper station building, including platforms, at Seguin Falls, Ontario. (File 11131.)

Order made that the railway company clean and keep clean the present station at Seguin Falls, and provide and maintain proper station seats and lamps; also construct a platform and other details as set forth in the order. See order No. 8142, dated September 14, 1909.

1759. Application of the Canadian Pacific Railway Company, as lessee exercising the rights and franchises of the Tilsonburg, Lake Erie & Pacific Railway Company, under Section 167 of the Railway Act, for approval of a revision of a portion of the location of the Ingersoll & Linwood extension of the latter company's line of railway from a point in the Ingersoll Station Grounds at mileage O, northerly, to a point in Lot 2, Concession 3, in the Township of West Zorra, County of Oxford, at mileage 5.03. (File 303.1.)

Application dismissed.

1760. Application of the Canadian Pacific Railway Company, as lessee of the T.L.E. & P. Railway Company, under Section 227 of the Railway Act, for authority to cross with its line of railway the double line of the Grand Trunk Railway Company in the town of Ingersoll, Ontario. (File 11249.)

Application dismissed.

1761. Application of the Grand Trunk Railway under Sections 222 and 227 for authority to construct branch line from a point west of Ingersoll station across Block 70, River Thames, into the premises of Noxon Company, Limited, and to cross and connect the railway sidings belonging to Noxon Company, Limited, at Ingersoll, Ontario. (File 11153.)

Application dismissed. Leave granted to renew the application if so advised.

1762. Application of the Grand Trunk Railway, under section 229, for authority to install, maintain, and operate a full interlocking plant at the crossing of the tracks of the Grand Trunk Railway, between Clifton Junction and Stamford, Ont., by the N. St. C. & T. Railway at the expense of the N. St. C. & T. Railway. (File 11514.)

Order made granting application. Crossing to be protected by half interlocking plant.

1763. Application of the Canadian Northern Ontario Railway, under Section 227, for authority to construct its tracks across the Grand Trunk Railway, near Powassan, on Lot 14, Concession 9, Township of Himsworth, Ontario. (File 11221.)

Application granted. Plans to be approved by the engineer of the Board. All questions arising in regard to double tracking at a future date by the Grand Trunk Railway Company reserved.

1764. Consideration of the question of requiring railways to equip their freight vans with coupler operating levers and with air-gauge and air-controller valves, to be located in cupola of caboose. (File 9000.1.)

Order issued providing for installation to be made by April 1, 1910.

1765. Application of the Grand Trunk Railway and Canadian Pacific Railway under section 29, for order reviewing and altering order of the Board No. 6258, dated February 10, 1909, regarding the removal of planking at highway and farm crossings during the winter months. (File 9558.)

Order made providing for the removal of planks at farm crossings. Such planks to be replaced when the snow is off the ground. Also that one plank next the rail may be removed at highway crossings under the same conditions. Order 6255, dated February 10, 1909, rescinded.

1766. Consideration of the issuance of order requiring railways to equip all snow ploughs with automatic couplers. (File 9524.)

No order made.

1767. Consideration of the issuance of an order to regulate the practice of railway companies whose lines cross the international boundary line into the United States, with reference to permitting United States Immigration Officials to examine passengers on trains bound for United States while in Canadian territory. (File 10938.)

The matter stands. The Board decided to make no order at present.

1768. Application city of Montreal re St. Catharine street bridge. (File 6578. Case 3736.)

Order made extending time to May 1, 1910.

1769. Application of the Grand Trunk Railway Company for authority to cross with two tracks, the track of the Montreal Park & Island Railway Company, at two different points near the eastern and western extremities of the new freight yard terminals at Turcot, P.Q. (File 6023. Case 2564.)

Order made upon the amending application providing for deviation of the Montreal Park & Island Railway.

1770. Application of the Canada Atlantic Railway (G.T.R.) under Sections 222, 227 and 176, for an order authorizing the construction of a branch line from its tracks south of Sappers bridge, crossing under said bridge along and upon the lands used by the Ottawa Northern and Western Railway (C.P.R.) and the Hull Electric Railway Company, and across the tracks of the Hull Electric Railway Company, into the site of the Hotel Chateau Laurier now being erected on Major's Hill Park, Ottawa, Ont. (File 11577.)

Order made granting application.

1771. Application of the Canadian Lumbermen's Association, under Sections 315 and 323 of the Railway Act, for an order disallowing the lumber tariffs of the Canadian Pacific Railway Company, the Grand Trunk Railway Company, the Canadian Northern Quebec Railway Company and the Canadian Northern Ontario Railway Company. (Adjourned hearing.) (File 9222. Case 4413.)

Matter referred to Chief Traffic Officer of the Board for conference with all parties interested. See Judgment of Chief Commissioner under Appendix 'D.'

1772. Complaint of the Ottawa and New York Railway Company of cancellation by Grand Trunk Railway Company of certain joint freight tariffs hereinbefore in force between stations on the lines of the Ottawa and New York and Grand Trunk Railway Companies. (Adjourned hearing.) (File 7096. Case 3718.)

Note.—The Board will also in connection with this complaint consider File 10916, application of the Ottawa and New York Railway Company for authority to refund on car sugar, Montreal to Ottawa, by Grand Trunk Railway via Cornwall Junction and Ottawa and New York Railway.

No order made.

1773. Application of the Canadian Asbestos Company, of Montreal, Que., for a mixed carload rate on asbestos goods, cotton waste and oakum. (File 10694.1.)

Order made that in the Canadian classification the rates on asbestos goods, with certain exceptions, be reduced, when no higher, to fifth class in carloads and third class in less than carloads. See order No. 9362, dated January 24, 1910.

1774. Application of the Canadian Freight Association for approval of supplement No. 2 to Canadian classification No. 14. (File 9428.3.)

Application granted, save as to old rules which stands for consideration when the next supplement is considered.

1775. Application of the Hazeldean Rural Telephone Company, Limited, for an order under section 1, subsection E of chapter 61 of the statutes of Canada, 1908, directing the Bell Telephone Company of Canada to provide and furnish a proper connection with the telephone system of the Hazeldean Rural Telephone Company at some point in the township of Nepean in the county of Carleton, in the province of Ontario, at or near the westerly limits of the city of Ottawa, and for an order fixing and determining the charge to be paid by the Hazeldean Rural Telephone Company to the Bell Telephone Company per message for carrying messages of the Hazeldean Rural Telephone Company to subscribers of the Bell Telephone Company in the said city of Ottawa and elsewhere. (File 11491.)

Settled by agreement between the parties.

1776. Application of the Express Traffic Association, representing the Canadian Express Company, the Dominion Express Company, the American Express Company, the Canadian Northern Express Company, the Great Northern Express Company, the Maritime Express Company and the United States Express Company, for approval of local and joint merchandise tariff No. 4 for the interchange of traffic between common points in the United States and common points in New Brunswick, Nova Scotia and Ontario (except Fort William, Fort Francis and Port Arthur), and Quebec. (File 4214.3.)

No order made. No objection to tariff being filed.

1777. Application of the Chatham, Wallaceburg and Lake Erie Railway, under sections 221 to 266 inclusive, for authority to construct a branch line from a point opposite Blind line or fourth concession, township of Dover, east crossing Baldoon street, and the Bear line and Winter line in the said township. (File 11673.)

Application dismissed upon ground that Board has no jurisdiction as the work has been largely done.

1778. Application of the Grand Trunk Railway Company of Canada, under section 29, for an order amending order of the Railway Committee of the Privy Council, dated January 10, 1884:—

(1) By providing that the connection between Jacques Cartier Union Railway (now Grand Trunk Railway), and the Canadian Pacific Railway Company at Jacques Cartier Junction, shall be made with a side track of the Canadian Pacific Railway Company, as shown on plan submitted, instead of with the main line of the Canadian Pacific Railway Company, as provided in the said order;

(2) By providing that the applicant company be relieved of and from all future costs,—

(*a*) of the maintenance and operation of the two semaphores;

(*b*) the cost of providing and maintaining a building;

(*c*) the wages of the staff referred to in the said order; and

(*d*) from any and all other costs or charges in any wise arising from and incident to the said connection which shall, by reason of the granting of an order in pursuance of this application, be no longer necessary. Adjourned hearing. (File 8687. Case 4074.)

Judgment reserved.

Judgment varying cost of operation and order in accordance.

1779. Application of the Minister of Railways and Canals, under section 28 of the Railway Act, for an order determining the terms and conditions under which the Lachine canal branch tracks and sidings on the north bank of the canal, are to be used by the Canadian Pacific Railway. Adjourned hearing. (File 365.)

Order made that the future user of the Canadian Pacific Railway Company of the Lachine canal bank branch tracks and sidings shall be subject to the terms and conditions set forth in an agreement made between the Canadian Pacific and the Grand Trunk Railway Companies, dated December 1, 1903, varied as follows:—

(*a*) That the cost of operation be divided equally between the said two companies.

(*b*) That the cost of maintenance be divided between the said companies on a mileage basis.

The order to take effect as of March 15, 1910. See order No. 9757, dated February 17, 1910.

1780. Application of James Plestor, Jons Gunderson and Knute Larson for an order directing the Vancouver, Victoria and Eastern Railway and Navigation Company forthwith, to pay to James Plester $3,750, and to Jons Gunderson $3,566.25, and to Knute Larson $3,875, and their costs awarded to them respectively by the award of J. H. Senkler, K.C., dated July 30, 1909, pursuant to and under the order of the Board No. 6817, dated April 15, 1909. (File 6000. Case 2560.)

Order made that above amounts be paid with interest forthwith.

1781. Application of the Canadian Northern Ontario Railway Company under section 228 of the Railway Act, for authority to connect its lines and tracks with the lines and tracks of the Manitoulin and North Shore Railway Company in the town of Sudbury, by a transfer track. (File 11128.)

Application refused.

1782. In the matter of the accident on March 13, 1909, at Place St. Henri and Ferdinand street, St. Henri, in the city of Montreal, where the Grand Trunk Railway crosses the said streets; and in the matter of the question of the protection to be provided at certain street crossings in St. Henri aforesaid.

This case is set down for the consideration of the question of the apportionment of the cost of the watchmen at the said crossing. Adjourned hearing. (File 9437.36.)

Order made directing protection to be at the expense of the city of Montreal.

1783. Application of the Canadian Northern Ontario Railway Company, under section 237 of the Railway Act, for authority to cross the public road, lot 26, concession 1, township of Gloucester, county of Carleton, mileage 55·39, west of Hawkesbury, Ontario.

Also application of the Bell Telephone Company of Canada that a clause be inserted in the order granting the application imposing on the railway company liability for the costs of any changes which may be made necessary in the existing construction of the Bell Telephone Company by reason of the crossing. (File 8770.1.)

Order made granting application as to the first part. Withdrawn as to the second part.

1784. Application of the Bell Telephone Company of Canada, under the Railway Act, that a clause be inserted in order No. 7606, dated July 24, 1909, which authorized the Canadian Northern Ontario Railway to cross Russell road, in the township of Gloucester, Ontario, imposing on the railway company liability for the costs of any changes which may be made necessary in the existing construction of the Bell Telephone Company by reason of the crossing. (File 8770.2.)

Application withdrawn.

1785. Application of the Bell Telephone Company of Canada, under the Railway Act, that a clause be inserted in order No. 7607, dated July 24, 1909, which authorized the Canadian Northern Ontario Railway Company to cross the Cyrville road, township of Gloucester, imposing upon the railway company liability for the costs of any changes which may be made necessary in the existing construction of the Bell Telephone Company by reason of the crossing. (File 8770.3.)

Application withdrawn.

1786. Application of the Canadian Pacific Railway Company, under sections 284 and 317 of the Railway Act, for an order directing the Grand Trunk Railway Company of Canada to receive passenger and baggage cars of the applicant company and deliver the same to the applicant company at the point of junction of the tracks of the Ottawa, Northern and Western Railway (leased to the applicant company) with the tracks of the Canada Atlantic Railway Company (leased to the Grand Trunk Railway Company), near Sappers bridge, in the city of Ottawa. Adjourned hearing. (File No. 4887. Case 1541.)

Application withdrawn.

1787. Application of the Canadian Pacific Railway for an order fixing the terms and conditions under which they may use passenger stations and passenger tracks and approaches in connection therewith, situated on Ordnance lands or Crown portion of Rideau Canal reserve, extending from Sappers bridge southward to Hurdman's road. (File 3682. Case 415.)

Stands to enable the Canadian Pacific Railway Company to investigate the figures submitted by the Grand Trunk Railway in this connection.

1788. Application of the Canadian Northern Railway, under section 227, for leave to cross the lands and tracks of the Grand Trunk Pacific Railway at or near Riley, Alberta. (File 11395.)

Order made that the Canadian Northern Railway install a complete interlocker by May 1, 1910. The crossing to be protected by flagman until interlocker installed, and at the expense of the applicant.

1789. Application of the Canadian Northern Ontario Railway Company, under section 237, for authority to cross Hurdman's road, in the city of Ottawa, by a transfer track connecting the lines and tracks of the Canadian Northern Ontario Railway with the lines and tracks of the Canadian Pacific Railway Company, at mile 57·8, west from Hawkesbury, Ontario. (File 11864.)

Application refused. See judgment of the Chief Commissioner herein under Appendix 'D.'

1790. Complaint of J. W. Sheppard, town clerk, Cayuga, Ontario, *re* train service of the Grand Trunk Railway Company to and from the town of Cayuga, Ontario. (File 6930.)

For disposition of this complaint, see file 9644 in *re* complaint of the town of Simcoe.

1791. Inquiry into the train service furnished by the Grand Trunk Railway Company of Canada between Canfield Junction and Port Dover. (File 11759.)

The matter disposed of November 14. 1909. by new service being given by the railway company.

1792. Inquiry into the train service furnished by the Grand Trunk Railway Company between Hamilton and St. Thomas, via the Air Line, with particular reference to delays at Caledonia and Jarvis, Ontario. (File 11760.)

No order issued. Matter adjusted by Chief Operating Officer of the Board.

1793. Inquiry into the delays caused to the trains of the Grand Trunk Railway Company operated over the Air Line, by the operation of trains of the Wabash Railroad Company over that line. (File 11761.)

No action taken.

1794. Application of the Canada Southern Railway Company for approval of location of proposed station at Tecumseh road (shown on plan, file 1961.2). (File 11038.)

Judgment reserved.

Approval granted upon certain conditions embodied in order.

1795. Application of the Canada Southern Railway Company (Michigan Central Railroad). This application is set down to dispose of the question of the station site. (File 1961.2.)

Judgment reserved.

Disposed of. See No. 1794.

1796. Application of the city of Chatham, Ontario, under 269 and 275, for an order directing the Grand Trunk Railway to provide gates and electric bells at the crossing of Park and Duke streets, Chatham, Ontario. (File 9437.35.)

Order made requiring Grand Trunk Railway Company to install an electric bell at crossing in question. Maintenance at expense of railway company.

1797. Complaint of Ernest P. Best of Thamesville, Ontario, alleging dangerous condition of level crossings of Grand Trunk Railway and Wabash Railways in village of Thamesville. (File 9437. Case 4796.)

Order made adding the municipal council of Thamesville as a party. A copy of its answer to be served on Mr. Cowan, Grand Trunk Railway Company.

1798. Application of the corporation of the village of West Lorne, county of Elgin, for an order for the approval of certain works for the improvement of the Trigger Drain, and the report, specifications, and plans thereof as prepared by George A. McCubbin, the same to be constructed or reconstructed under and across the railway lands of the Canada Southern Railway Company, in the village of West Lorne. (File No. 10483.)

Order made requiring the Grand Trunk Railway Company to install an electric bell at the crossing in question. The expense and maintenance thereof to be borne by the railway company.

1799. Complaint of the municipal council of the township of Esquesing alleging dangerous condition of crossing of the Grand Trunk Railway on the 7th line in that township. (File 9437.84.)

Application dismissed.

1800. Application of the corporation of the village of Glencoe for leave to erect electric light wires across the track of the Grand Trunk Railway Company.

A temporary order has been made in this matter allowing the village to erect its wires, &c. The application is now set down for the purpose of enabling the parties to speak to the terms to be embodied in a permanent order. (File 10071.)

Order made. The Bell Telephone Company consented to replace the telephone wires at the crossing by wires with at least 25 per cent more tensile strength than those at present in use. The corporation of Glencoe to pay the Bell telephone Company the actual cost of the wires supplied and the work of replacement at once upon the account therefor being rendered to the village.

1801. Complaint of A. F. Scott, of Lawrence Station, Ontario, and residents of Middlemiss, Ontario, *re* train service and shipping facilities of Grand Trunk Railway and Wabash Railroad Company in and about Middlemiss, Ontario. (File 2156. Case 3345.)

Board decided not to interfere with arrangements already made.

1802. Complaint of the township of Seneca, alleging dangerous crossing of the Grand Trunk Railway in the village of Caledonia, Ontario. (File 1763.)

Application dismissed, no one appearing for township. .

1803. Application of the Thorold Board of Trade *re* interswitching facilities between the Grand Trunk Railway and the Niagara, St. Catherines and Toronto Railway, Thorold, Ontario. (File 11072.)

Application withdrawn.

1804. Application of Herbert J. Dynes for an order directing the Hamilton Radial Electric Railway Company to construct a suitable farm crossing in the township of Nelson. (File 9653. Case 4684.)

Order to go for specific performance of the covenant of February 23, 1904, that the railway company file plans for the work to be approved by the engineer of the Board. The work to be completed to the satisfaction of the Board's engineer by January 12, 1910.

1805. Complaint of J. W. Freeman, of Burlington, Ontario, that the water course of his property has been blocked by the building, by the Grand Trunk Railway, of a new siding. (File 3525.)

Application dismissed. Work done.

1806. Application of the Grand Trunk Railway Company of Canada, under section 29 of the Railway Act, for an order rescinding or varying order No. 7488, dated July 9, 1909, whereby the Grand Trunk Railway Company was ordered to provide a night watchman at Wellington street crossing, Hamilton, and maintain the same at its own expense, upon the following, among other grounds:—(1) that the traffic along Wellington street and over the tracks of the Grand Trunk Railway Company is exceedingly light between the hours of 9 p.m. and 7 a.m. and not sufficient to necessitate the employment of a night watchman and if it is decided that a night watchman is necessary, (2) that the cost should be apportioned between the Grand Trunk Railway and the city of Hamilton. (File 4552.2.)

Application refused.

1807. Complaint of Houghton Lennox, M.P., that the Grand Trunk Railway have closed up their freight shed at Allandale and that freight formerly received and delivered there has to be received and delivered at Barrie, Ontario, freight shed (File 11152.)

Complaint dismissed. No one appearing.

1808. Application of the municipal council of the township of Foley, under section 237, for an order directing the Canadian Pacific and Canadian Northern Ontario Railway Companies to construct a suitable highway crossing where both railways intersect the highways to be opened in lieu of the original concession road allowance between concessions 2 and 3, at lot 6, concession 2, township of Foley, district of Parry Sound, Ontario. (File 11370.)

Order made granting leave to cross the lines of the Canadian Northern Ontario Railway and the Canadian Pacific Railway Companies subject to the conditions set forth in the order. See order No. 8419, dated October 13, 1909.

1809. Application of the municipal corporation of the township of Colchester North, under section 251, for an order approving of the plans and specifications relating to the Pinkerton drain in the township of Colchester North, in the county of Essex, with particular reference to the culvert under the lands of the Michigan Central Railroad Company between lots 14 and 15, in the 13th concession of the said township. (File 10682.)

Order made approving of the plan, subject to change at the option of the township of Colchester North. Order made for crossing protection.

1810. Application of the Grand Valley Railway Company, under section 227 of the Railway Act, for authority to cross the tracks of the Grand Trunk Railway Company of Canada, in the city of Brantford, Ontario. (File 7550. Case 3299.)

Order made granting applicant company leave to cross Grand Trunk Railway tracks. Crossing to be protected by half interlocker.

1811. Application of the municipal councils of the county of Victoria, of the township of Emily, and of the village of Omemee, *re* location of station in village of Omemee. (File 1432.)

No action taken, as the matter adjusted by the parties themselves.

1812. Application of the Grand Trunk Railway Company to amend order *re* Galt, Preston & Hespeler crossing of the Grand Trunk Railway at Hespeler. (File No 10769).

Order made providing for additional protection by the installation of distant semaphores. Work of installation to be done by electric company at its own expense, and to be completed within 6 weeks from the date of order. *See* order No. 8850, dated December 2, 1909.

1813. Application of the Canadian Pacific Railway to make changes and alterations in the interlocking plant at Richmond street, London, Ontario, of the tracks crossing the London Street Railway. (File No. 8869, Case No. 4192).

Order made that the Canadian Pacific Railway Company provide and install half interlocking plant at said crossing. Work to be completed not later than May 1, 1910. Expense to be divided as follows: $1,507.73 to be paid by the Canadian Pacific Railway Company, $392.27 by the London Street Railway Company, or if the cost varies from the said distribution it is to be borne and paid in the above proportions. See order No. 8906, dated December 9, 1909.

1814. Application of the Grand Trunk Railway, under section 29, for an order amending order of the Board No. 4922. (File No. 3803, Case 514).

Order made that order No. 4922, dated June 25, 1908, be amended by striking out clause 3 and providing that all trains of the Grand Trunk Railway be brought to a full stop before reaching the crossing and be flagged across, and that electric cars do not cross the diamond at a higher rate of speed than four miles an hour.

1815. Application of the municipal council of the town of Brampton, Ontario, under section 226, for an order directing the Grand Trunk and Canadian Pacific

Railways to provide and construct a suitable interchange switch at the intersection of the said two lines in the town of Brampton, Ontario. (File No. 9669).

Order made providing for a suitable interchange switch in the town of Brampton. The plans to be furnished on or before December 11, 1909. Connection to be completed within 30 days after the location is agreed upon. The companies to agree as to the division of cost.

1816. Complaint of T. W. Crothers, of St. Thomas, Ont., alleging dangerous condition of highway crossing over the Michigan Central Railway and Père Marquette Railway on the town line between the townships of Southwold and Dunwich, county of Elgin, at Iona, Ont. (File No. 9437.77).

Order made for installation of electric bells at the point in question similar to the bell installed at Bronson avenue, Ottawa. Expense to be borne by the railway company.

1817. Application of the corporation of Tilbury East, under section 251 of the Railway Act, for approval of certain drainage work to be constructed by the applicant in the township of Tilbury East, known as the 'King and Whittle Improvement Drain.'

Application of the Canadian Pacific Railway Company to amend order of the Board No. 6677, dated March 26, 1909, herein. (File No. 8653, Case No. 4053).

Order made amending order March 26, 1909.

Application of the Canadian Pacific Railway Company to amend order of the Board No..6677, dated March 26, 1909, herein. (File No. 8653. Case No. 4053.)

Order made amending order March 26, 1909.

1818. Application of the Canadian Pacific Railway Company to determine what portion of the works shown on plan approved by order dated June 3, known as Part I of the Toronto Grade Separation from Canadian Pacific Railway diamond crossing to new Toronto station, on the Grand Trunk Railway, and the estimated value thereof comes under the following heads, namely:—

1. Grade separation, that is, separating the grade of the railway as it now exists from the grade of the intersecting highways.

2. Grade reduction, that is, improving the existing grade of the railways as distinguished from the separation of grade required at highway crossings. (Item I.)

3. Increased trackage facilities, that is, the construction of two additional tracks with altered and additional sidings for handling traffic over the said railway.

And for an order fixing the amount to be paid by the applicant in respect of Item I 'Grade Separation,' above mentioned, prior to the undertaking of any work of construction by the Grand Trunk Railway Company, and that no amount be paid by the applicant in respect of Items 2 and 3 'Grade Reduction,' and 'Increased Trackage Facilities,' above mentioned, or be otherwise chargeable against the applicant. (File No. 588.6.)

Order to be settled between the parties. Failing this the Board will settle the order.

Order afterwards settled by the Board.

1819. Application of the city of Toronto for an order compelling the Grand Trunk Railway Company, to provide better protection at level crossing known as the Sunnyside crossing, &c.

This application is set down to dispose of the question of contribution, if any to the cost by the townships of Etobicoke and York, with respect to the crossings in those municipalities; also the question of contribution, if any, to the cost by the city, with reference to the crossings at Dunn avenue, Dowling avenue, Jamieson avenue, Queen street, Indian road, and the two crossings at High Park; also the question of the portion or share, if any, that the Canadian Pacific Railway Company should contribute towards the cost of the whole work, or any part of it. (File No. 4606. Case 1311.)

Order made approving of plan of Grand Trunk Railway Company, known as Part I of the Toronto Grade Separation. The question of the contribution of the townships of Etobicoke and York reserved. Order No. 7361, dated June 3, 1909, rescinded. See order No. 8487, dated October 15, 1909.

1820. Complaint of H. L. Drayton, K.C., of Toronto, Ontario, in respect of the level crossings of the Grand Trunk Railway at Windermere and Ellis avenues, in the township of York.

Municipalities will be asked to show cause why they should not make the payments demanded by the Grand Trunk Railway. (Adjourned hearing.) (File 6994. Case 3026.)

Order made that the two-twelfths ordered to be paid by the county of York is to be paid by the other interested parties. The payment of arrears to be made at once. The proportions in future to be as follows: City of Toronto eleven thirty-sixths; township of York eight thirty-sixths; the railway company seventeen thirty-sixths.

1821. Complaint of the police village of Mimico against dangerous condition of Grand Trunk Railway crossing on Church street in the village of Mimico. (File 9437.82.)

Order made for installation by Grand Trunk Railway of single arm gate on each side of crossing within 60 days from October 15, 1909, and be in accordance with agreement of June 7, 1905, between the company and the township of Etobicoke.

1822. Application of the Grand Trunk Railway Company for order amending order of the Railway Committee of the Privy Council, dated September 3, 1893, by directing the Toronto Suburban Railway Company to install and maintain derails in its tracks on each side of the crossing of the Northern Division of the Grand Trunk Railway, Davenport Road, Toronto, the derails to be interlocked with semaphores to be installed by the Grand Trunk Railway at the crossing. (File 132.1.)

Order made approving of revised location; applicant company to file plans, under section 227 of the Railway Act, showing the crossings over the Grand Trunk Railway and Canadian Pacific Railway at St. Clair avenue and Davenport street.

1823. Application of the Toronto, Niagara and Western Railway Company under Section 167 for approval of revised location from Davenport station to Jane street, Toronto, Ont., mileage 2·49 to 4·74. (Adjourned hearing.) (File 4488.4.)

Order made approving of the revised location. The applicant company to file, under section 227 of the Railway Act, plan showing crossing over Grand Trunk Railway and Canadian Pacific Railway at St. Clair avenue and Davenport station, in the city of Toronto and mode of crossing and protection thereat to be reserved for further consideration.

1824. *Re* accident at Weston road, West Toronto, level crossing on August 8, 1909.

(NOTE). This matter is set down so that the parties may speak to the question of the removal of the tower at the crossing from its present position to a point midway between the Canadian Pacific and Grand Trunk Railways. (Adjourned hearing.) (File 8673.)

Order made refusing the application of the Canadian Pacific Railway Company; order No. 6968 amended by providing for the installation of a bell or other signalling device; also providing that all trains of the railway companies stop just west of Weston road pending the installation of the bell. See order No. 8397, dated October 15, 1909.

1825. In the matter of the crossing by the tracks of the Grand Trunk Railway Company of Canada of the tracks of the Owen Sound section of the Canadian Pacific Railway Company and the tracks of the Ontario and Quebec Railway Company, at a point on the Weston road, in the town of Toronto Junction, authorized by order of the board No. 5102, dated July 29, 1908, and the interlocking plant required to be installed at the said crossing.

(Terms of the order are to be spoken to.) (File 6071. Case 4002.)

No order made.

1826. Vineland Station. (File 8644. Case 4719.)

Order made extending time for leave to appeal to Supreme Court in accordance with oral judgment of Chief Commissioner.

1827. Application of the Canadian Pacific Railway as lessee of the Walkerton and Lucknow Railway, for order approving of plan and profile of proposed highway crossings at mileages 0.75, 1.04, 1.86, 1.90, 4.33, 3.18, and 4.43 in the township of Artemesia in the county of Grey, Ont. (File 3712. Case 443.)

Order made that the Canadian Pacific Railway Company make certain repairs, changes, &c., as outlined in the order. See order No. 8992, dated November 17, 1909.

1828. Application of the village of Streetsville, Ont., for an order requiring the Canadian Pacific Railway Company, to unite its two stations at the village of Streetsville at one central point. (File 11531.)

Application stands adjourned sine die.

1829. Complaint of the town of Simcoe, Ont., alleging inadequate facilities provided by the Grand Trunk Railway in and out of town of Simcoe, Ont. (File 9644.)

Referred to Board's Chief Operating Officer to effect a settlement. Subsequently satisfactory arrangements were made.

1830. Application of the Norfolk County Telephone Company for an order directing the Bell Telephone Company to provide connection and communication with its lines at Waterford, Scotland, Delhi, Simcoe, Otterville and Port Dover, Ontario. (File 9599.)

Matter stands pending settlement between the parties.

Consent order subsequently signed.

1831. Application of the Grand Trunk Railway Company to fix the rate to be charged for switching and handling traffic to and from the Christie-Henderson spur. (File 9171. Case 4391.)

Order made that notwithstanding the said order No. 6734, dated March 26, 1909, the railway company is not, and shall not be, entitled to make any extra charge for the switching performed by it at the said spur. See order 8631, dated November 10, 1909.

1832. Complaint of the Mooney Car Line, Stratford, Ontario, that railway companies refuse to pay mileage for the use of its private cars. (File 8033.)

Stands to enable the railway company to furnish complainant with the information asked for at the hearing.

1833. Application of the King's Milling Company of Sarnia, Ontario, for an order reducing the charges for switching carloads of grain from elevator at Point Edward to the mills at Sarnia. (File 10531.)

Order made that rate charged by the Grand Trunk Railway Company for moving grain in carloads from the company's elevator at Point Edward to the King Milling Company's mill at Sarnia be reduced to one and one-half cents per 100 lbs. on the actual weight loaded, subject to a minimum weight of 40,000 lbs. for each carload. See order No. 8613, dated October 16, 1909.

1834. Application of the Canadian Northern Quebec Railway, under section 249, for an order directing said company to construct a raceway and other openings under the tracks of railway at Jacques Cartier river, on the property of John Forman, lots 79 and 80, parish of Les Ecureuils. Adjourned hearing. (File 11665.)

Order made by consent.

1835. Application of the New Brunswick Southern Railway Company, under the Railway Act, for approval of standard mileage tariff applying between its stations. Adjourned hearing. (File 1110.1.)

Order made approving tariff.

1836. Application of the Bell Telephone Company, under the Railway Act, for approval of proposed contract for the installation of new telephone system in the Russell House, Ottawa, Ontario. (File 12003.)

Order made approving of the charge of ten cents for each connection with the system of the applicant company in the Russell House with the Ottawa subscribers.

1837. Application of the Monk Rural Telephone Company, Limited, for an order fixing the maximum rate which the North American Telegraph Company may charge for messages coming from the latter company's line from the village of Carp to the city of Ottawa, and for order directing the North American Telegraph Company to provide proper connection. (File 11490.)

Order made that maximum toll to be charged by the North American Telegraph Company be reduced to 20 cents subject to the overtime charges as for the 20-cent toll.

1838. Application of the Canadian Northern Ontario Railway Company, under section 227, for authority to place its tracks across, and to connect with the tracks of the Grand Trunk Railway Company of Canada, Whitby branch, near Brooklin, Ontario, lot 23, concession 4, township of Whitby, Ontario. (File 11809.)

Order made authorizing the crossing and connection at the expense of the applicant company, and providing for an interlocking plant. See order No. 8755, dated November 25, 1909, also order No. 9145, dated January 5, 1910, amending said order.

1839. Application of the Grand Trunk Railway Company of Canada, under sections 232 and 237, for authority to construct a branch or connecting line of railway from a point on the main line of the railway company, east of the viaduct in the town of Port Hope, Ontario, northerly and westerly to a point on the northern division of the company's railway north of Ontario street, Port Hope, Ontario. (File 3675. Case 411.)

Stands until the first sittings of the Board in May, 1910. Subsequently disposed of.

1840. Application of the Canadian Pacific Railway Company, under sections 222 and 237, for authority to construct a branch line in the town of Lachine from a point on the Lachine canal, south bank branch, thence southwesterly direction along the lands of the Lachine canal.

Also another branch from point on south bank branch, thence in a southwesterly direction along the lands of the Lachine canal, between public road and south bank branch. Adjourned hearing. (File 11645.)

Struck off list to be reinstated upon applicant giving fifteen days' notice to all parties.

1841. Application of the Canadian Northern Quebec Railway Company, under section 178, for authority to take parts of lot 213, parish of St. Charles Borromee, Quebec, and parts of lot 2, town of Joliette, for the purpose of securing efficient operation of railway and remodelling the station yard at Joliette, Quebec. (File 12154.)

Order made granting application.

1842. Application of the town of Hawkesbury, Ontario, for protection where the tracks of the Grand Trunk Railway Company cross Main street in the town of Hawkesbury, Ontario. Adjourned hearing. (File 9437.44.)

Order made authorizing the applicant company to cross the Canadian Pacific Railway Company's tracks. Full interlocking plant to be installed at the expense of the applicant company. Interlocking plant to be completed within six months from the date of the order. Order 8890, dated December 13, 1909.

1843. Application of the corporation of the city of Toronto, under section 29, altering or varying an order of the Board dated July 3, 1909, whereby the applicants authorized to construct a high level bridge over the Don Improvement and the tracks of the Canadian Pacific Railway Company, the Grand Trunk Railway Company, and the Canadian Northern Ontario Railway Company, at Queen street in the city of Toronto, Ontario. (Adjourned hearing.) (File No. 1621.)

Application of the Canadian Pacific Railway Company for an order extending the provisions of order No. 7813 so as to provide that upon completion of the said bridge the street now existing be closed for pedestrian and vehicular traffic and access to and from the tracks of the railway company be prevented. (Adjourned hearing.) (File 1621.)

Application dismissed.

1844. Application of the Grand Trunk Railway Company of Canada, for a decision on the question of interlocking plants and responsibility of the senior company for accidents arising out of the negligence of the men in charge. (Adjourned hearing). (File 7815.)

Struck off list.

1845. Application Fort William Terminal Railway and Bridge Company, under Section 167, for approval of revised location from a point near Christina street in the town of Fort William, thence from the Kaministiquia river and across islands numbers 2 and 1. (File 4805.2.)

No further action to be taken.

1846. Application of the Canadian Pacific Railway Company, under Sections 227, 228 and 237 for authority to connect tracks of the Fort William Terminal Railway and Bridge Company, and to cross the Electric Street Railway on Syndicate avenue, and also to cross the said Syndicate avenue, Fort William, Ont. (File 11532.)

Order made authorizing crossing Electric Street Railway and Syndicate avenue and to connect with tracks of Fort William Terminal Railway and Bridge Company.

1847. Application of the township of Paipoonge, Ontario, for an order to compel the Canadian Northern Ontario Railway Company, to remove its rails from, and to cease operations of its work. or other trains, across highway which crosses Lot 8, Con. 1, north of Kaministiquia river and to restore the said highway to the condition it was in before the company interfered with it. (File 11669.)

Stands adjourned sine die. Agreement to be filed by parties on which order is to issue.

1848. Application of the township of Ignace, Ont., for authority to establish a highway across the tracks of the Canadian Pacific Railway Company in the village of Ignace at the intersection of East street in the said village. (File 11668.)

Order made that Canadian Pacific Railway Company maintain crossing in accordance with Board's regulations affecting highway crossings, January 26, 1909.

1849. Application of the Canadian Pacific Railway Company under Section 237, for authority to construct a branch line along Hardisty street, in the town of Fort William, Ontario. (File 8158. Case 3711.)

Order made authorizing line along and across Hardisty street.

1850. Petition of the residents of the Thunderhill branch of the Canadian Northern Railway Company for an order requiring the railway company to put the new siding in the vicinity of Fort Pelly, Sask., into condition for operation. (File 9801.)

Order issued authorizing company to open line for traffic, fencing to be completed by November 15, 1909.

1851. Application of the city of Winnipeg, Man., to compel the Canadian Northern Railway, to construct a subway in accordance with the agreement made on the 20th day of October, 1906, between the city of Winnipeg, Manitoba, and the Canadian Northern Railway, at Pembina street, Winnipeg, Manitoba. (File 1124.2.)

Order made that Canadian Northern Railway Company construct subway at Pembina street in accordance with agreement October 20, 1906, between city and Canadian Northern Railway and plans approved by Board's order 7963 and 8066, by November 1, 1909.

1852. Application of the residents, merchants and shippers of the village of Barwick, Ontario, for an order directing the Canadian Northern Railway to place an agent or operator at that point as well as to change the unfavourable condition of the yards. (File 6695.)

Order made that railway company drain, clean out, existing ditches and other work as set forth in order. See order No. 9174 dated January 6, 1910.

1853. Application of the Rainy River District Merchants and Shippers Association for an order directing the Canadian Northern Railway Company to provide better accommodation on its line of railway between the towns of Rainy River and Fort Francis, Ontario. (File 10243.)

Order made that railway company in spring, as soon as frost is out of ground, clean out drain, &c., at Emo station and construct ditch. Also drain along north side of passing track at Sleemans station. (See order No. 9173, dated January 6, 1910.)

1854. Complaint of F. C. Berry of Austin, Manitoba, respecting the right of way of the Grand Trunk Pacific through his farm in section 2, of township 12, range 11, west of the 1st meridian, Man. (File 11865.)

Order made directing railway company to place two more wires along fence in each side of its right of way. Order No. 8362 rescinded. See order No. 8924 dated December 15, 1909.

1855. Complaint of the rural municipality of Stuartburn, Manitoba, against the condition of the ditches along the right of way of the Canadian Northern Railway Company opposite section 23-2-8 east, and 23-2-7 west. (File 10569.)

Order made directing railway company to grade and put in good order all road allowances in municipality and do certain other work set out in order. Work to be completed by June 1, 1910. See order No. 9293, dated January 17, 1910.

1856. Application of the merchants, farmers and residents of the district of Purves, Manitoba, for an order directing the Canadian Pacific Railway Company, to erect a station and appoint an agent at Purves. (File 11104.)

Application dismissed.

1857. Complaint of the London Fence Company, Limited, of Portage la Prairie, that the Canadian Northern Railway is blockading Broadway street with their trains. (File 6255.)

Struck off the list, no one appearing for complainant, and not sufficient information filed by applicants.

1858. Complaint of the Brotherhood of Railroad Trainmen alleging dangerous position of switches, swith stands, bridge supports, and structures generally by being placed so near to the tracks on which the employees of the Canadian Pacific Railway have to work at Kenora and Keewatin yards, Ontario. (File 8891. Case 4208.)

Stands pending filing of agreement by Canadian Pacific Railway Company referred to at hearing.

1859. Application of the Canadian Pacific Railway Company and the Canadian Northern Railway Company for ruling of the Board in reference to receivers of goods withholding payment of freight charges on account of shortage or damage to portion of the shipment. (File 9843. Case 4800.)

Application withdrawn.

1860. Complaint of Messrs. Laing Brothers, of Winnipeg, Manitoba, that the Canadian Northern Railway Company exacted a charge of two cents per hundred-weight on a car of oats from the Ogilvie Elevator to Canadian Northern Railway yards, City Point. (File 6713.2.)

Application dismissed.

1861. Application of the Western Associated Press, Winnipeg, for an order under Section 323, and other sections of the Railway Act, directing the Canadian Pacific Railway Company's Telegraph and the Great Northwestern Telegraph Company of Canada to charge press rates for press matter, whether delivered to a newspaper to the Western Associated Press and further directing the Canadian Pacific Railway Company's Telegraph to carry telegraphic news services by other news gathering agencies at the same rate charged by the said telegraph company. (File 12002.)

Order made refusing the application for an order directing the respondent companies to furnish the applicant telegraphic matter at tolls or rates established by them for delivery to and publication in one newspaper. Also that the flat rate contracts to newspapers disclosed in the evidence are in violation of the tariff clauses of the Railway Act as applicable to telegraphic companies and are prohibited as discriminatory. The tariffs of tolls covering all this class of telegraphic service to be filed with the Board not later than February 1, 1910. See order 9226, dated January 8, 1910. Also order 9712, dated February 26, 1910, directing that said order 9226 is only intended to apply to telegraphic matter delivered by the respondent companies at points west of and including Port Arthur, Ont., and that the tariffs of tolls required by the said order to be filed with the Board are the tariffs for the said telegraphic matter.

1862. Application of the city of St. Boniface, Man., under section 237, for leave to extend Provencher avenue, within the said city of St. Boniface, across the tracks of the Canadian Pacific Railway running south from the city of Winnipeg to the International boundary at a point immediately north of existing depot at St. Boniface. (File 12023.)

Application dismissed.

1863. Application of the city of St. Boniface, complaining under Section 26 of the Railway Act, that the Canadian Northern Railway has failed to comply with the order of the Board, dated October 16, 1905, regarding the diversion of Thibault street, city of St. Boniface, Man. (File 1413.)

Order made that Canadian Northern Railway comply with provisions of paragraph 1 of order October 16, 1905, by December 1, 1909.

1864. Complaint of the municipality of McCreary, Man., alleging that the Canadian Northern Railway Company, have not provided proper crossing and fencing along the railway in the vicinity of the municipality of McCreary, Man. (File 9437.70.)

Order made for crossings to be put in by December 1, 1909, by railway company at the points set forth in the order.

1865. Complaint of R. A. Knight of Hargrave, Man., alleging discrimination in the freight rates of the Canadian Pacific Railway Company on lumber from British Columbia and coal from Lethbridge to Canadian Northern points as compared with rates to corresponding Canadian Pacific Railway points. (File 10913.)

Application dismissed.

1866. Complaint of the municipality of Strathclair, Man., alleging dangerous condition of the Canadian Northern Railway Company's crossing along the south limit of sections 10 and 11 and 12, township 18, range 22, west. (File 9437.66.)

Order made that Canadian Northern Railway Company convey prior to December 1, 1909, a strip of land for highway in lieu of highway taken by railway company and construct certain other crossings between lots 10 and 11 and 1 and 2.

1867. Complaint of the municipality of Cameron, Man., that the Canadian Northern Railway Company's line encroaches on the road allowance on the Northern Pacific and Manitoba Railway in the municipality of Cameron, Man. (File 10664.)

Stands for further information to be filed by Railway Company with Board.

1868. Complaint of J. H. Shier, of Hamiota, Man., of refusal of the Canadian Pacific Railway Company to put into proper condition the crossing one mile east of the village of Hamiota, Man. (File 11634.)

Complaint withdrawn.

1869. Complaint of B. Maxfield, of Souris, Man., alleging dangerous condition of highway crossing over the Canadian Pacific Railway at First street, Souris, Man. (File 9437.65.)

Complaint dismissed.

1871. Application of the rural municipality of Langford, Manitoba, under the Railway Act, for an order directing the Canadian Northern Railway to provide crossings between sections 24 and 25, township 13, range 15. (File 11117.)

Order made for highway crossing between sections 24 and 25 to be constructed by December 1, 1909, and if municipality consents railway company may divert said highway and construct crossing in lieu thereof as may be agreed between the parties.

1872. Application of the municipality of Miniota for an order that Canadian Pacific Railway Company construct a transfer track with the tracks of the Grand Trunk Pacific Railway Company at Quadra siding, Manitoba. (File 10899.)

Application dismissed.

1873. Application of the municipality of Langford, Manitoba, under section 237, for an order directing the Canadian Northern Railway to provide a suitable crossing between Sections 28 and 29, Township 13, Range 15. (File 12000.)

Order made for crossing to be constructed by Canadian Northern Railway Company prior to December 1, 1909, between sections 28 and 29.

1874. Application of the Midale Commercial Club of Midale, Sask., for an order requiring the Canadian Pacific Railway Company to construct a passenger and freight station and also open a highway crossing over the tracks of the Canadian Pacific Railway Company at Main street, Midale, Sask. (File 11105.)

Order made opening highway from Railway avenue across Canadian Pacific Railway immediately west of most westerly switch.

1875. Application of the village of Brownlee, Sask., for an order requiring the Canadian Pacific Railway Company to provide a crossing over its railway opposite Bagot street east of Canadian Pacific Railway station at Brownlee, Sask. (File 10972.)

Order made to construct highway across Canadian Pacific Railway tracks immediately east of most easterly switch.

1876. Complaint of the Eureka Coal and Brick Company, of Estevan, Sask., alleging discrimination in freight rates on coal from Estevan and also alleging discrimination in switching charges on coal at Estevan in favour of shippers at Roche Percee and Bienfait. (File 7037.)

Judgment reserved.

1877. Complaint of the Board of Trade of Creelman, Sask., that the platform of the Canadian Pacific Railway Company's station at Creelman, Sask., is not of sufficient length to accommodate the passengers. (File 11736.)

Order made that Canadian Pacific Railway spread cinders as an extension to platform at station and extend platform to a length of 240 feet by May 1, 1910.

1878. Application of the city of Regina, under section 227 of the Railway Act for leave to construct, maintain and operate an electric street railway across the line of the Canadian Pacific Railway and the Canadian Northern Railway, in the city of Regina, as set forth in application dated September 28, 1909.

No order made. Parties will come together within a reasonable time. If not, then the Board will deal with the matter at a later date.

1879. Application of the city of Regina, Sask., under section 227, for leave to construct an electric street railway over and across the line of the Canadian Pacific Railway, at a point between sections 22 and 23, in township 17, range 20, west of the 2nd meridian, and at thirteen other points on the Canadian Pacific Railway, also across the line of the Canadian Northern Railway between townships 17 and 18, west of the second meridian, and at six other points. (File 12024.)

Matter stands to enable parties to make a settlement; if no settlement made, then Board will issue an order.

1880. Petition of the residents of Keeler, Sask., for an order requiring the Canadian Pacific Railway Company to erect a suitable depot and freight shed and the appointment of a permanent station agent at that point. (File 12102.)

Application dismissed.

1881. Application of the Canadian Pacific Railway, under sections 222 and 237, for authority to construct a branch line and spurs therefrom opposite Aberdeen street to the Parliament buildings in the city of Regina, Sask. (File 11449.)

Order made for spur limited to three years operation from October 14, 1909.

1882. Petition of the residents of the district near Saskatoon, Sask., for an order directing the Canadian Northern Railway, within a specific time, to submit to the northeast quarter of section 26, township 35, range 7, Saskatchewan. (File 10029.)

Application dismissed.

1883. Complaint of the Board of Trade of Battleford, Sask., that the Canadian Northern Railway Company has not made proper provisions for the loading and shipping of traffic at that point. (File 10736.)

Application dismissed.

1884. Application of the Board of Trade and citizens of Howell, Sask., for an order directing the Canadian Northern Railway to provide proper station facilities at that point. (File 9449.)

Order made directing railway company to repair station and provide seating accommodation for at least twelve persons.

1885. Application of the Canadian Northern Railway Company, under section 237, for authority to construct its line across avenues 'A' to 'P' and Spadina Crescent, in the city of Saskatoon, Sask.

NOTE.—The Board will consider the complaint of the Transportation Committee of the Board of Trade of Saskatoon, dated September 14, 1909, that the Board's order of September 23 and 24, 1908, No. 5452, clause 7, has not been carried out. (File 6256 Case 2650.)

Struck off the list. No application by the Transportation Committee.

1886. Application of the city of Saskatoon, Sask., for an order, under subsection 5 of section 237, sanctioning and approving the plans, profiles and books of reference submitted showing the subway proposed to be constructed by the city under the tracks of the Canadian Northern Railway Company at Twenty-second street, Saskatoon, Sask. (File 6256. Case 4792.)

Struck off list. No application by Transportation Committee of Saskatoon Board of Trade.

1887. Application of the city of Saskatoon, Sask., for order under section 238, directing the Canadian Northern Railway within a specific time to submit to the Board a plan and profile of its railway where it crosses Eleventh street in the city of Saskatoon, Sask. (File 12061.)

Application dismissed.

1888. Complaint of village of Bladworth, Sask., that Canadian Northern Railway Company did not supply suitable facilities for approaching the station of the company at Bladworth, and also for an order permitting Third street in the village of Bladworth to be carried across the tracks of the said company.

Order made that company prior to December 1, 1909, remove its fences on west side of its station yard so as to permit access to elevators on company's property and construct a road from intersection at Third street southerly through the station grounds. Also fill a slough on company's property on easterly side of company's tracks.

1889. Petition of the residents of Puckahn, Sask., for an order requiring the Canadian Northern Railway Company to provide a loading platform and flag station at the north side of the river at Fenton, Sask. (File 9718.)

Order made that company establish a flag station and suitable loading platform at Fenton, Sask., prior to September 1, 1910.

1890. Complaint of Charles McDonald, of Prince Albert, Sask., alleging damage by the Canadian Northern Railway Company to his property at Prince Albert, Sask., on account of the location of the railway. (File 10912.)

If railway company's plans have not been approved, a clause for compensation prior to approval of plans will be inserted.

1891. Complaint of the Board of Trade of Prince Albert, Sask., alleging defective and unsafe condition of roadbed of Canadian Northern Railway running into Prince Albert through Melfort county. (File 8101.)

Dismissed.

1892. Complaint of the Prince Albert Board of Trade alleging unsatisfactory train connection on the Canadian Pacific and Canadian Northern Railway Companies' lines at Regina, Sask. (File 10810.)

Order made that question of interchange of passenger traffic be reserved for future order of Board, and other matters in complaint dismissed.

1893. Complaint of the chairman of local improvement district 27, section 4, Alberta, against the plan of the proposed subway of the Grand Trunk Pacific Railway Company at highway crossing on the northeast quarter section 15, township 53, range 24, east of the first meridian. (File 9023.)

Order made for subway prior to July 1, 1910, or railway company instead of constructing subway, may divert trail by construction of a highway joining Fort Saskatchewan trail with Norton street on southern side of railway company's right-of-way on conditions set forth in order.

1894. Application of F. G. Limback, owner of lots 6 and 7, block 36, Inglewood, subdivision, Edmonton, for an order that the Grand Trunk Pacific Railway Company be directed within such time as the Board may order to treat with applicant in respect of the damages sustained by him in respect of the property above described by the construction of the company's railway on the street adjoining the said land in the east, and that in default of the said company treating as aforesaid, the plan of the said railway so far as it affects the said street be cancelled. (File 11613.)

Stands pending decision of Supreme Court of Canada on appeal of Grand Trunk Pacific from order of the Board making it a condition that property owners on Hardisty street, Fort William, be compensated for damages, if any, accruing by reason of location of company's line on said street.

1895. Application of the residents of Round Hill district, Alberta, for an order requiring the Canadian Northern Railway Company to locate the station at Round Hill, Alberta. (File 10724.)

Application dismissed.

1896. Complaint of the Department of Agriculture of the province of Alberta alleging that shippers of live stock from points on the Canadian Pacific Railway to Edmonton, Alberta, are supplied with box cars by the Canadian Northern Railway Company instead of stock cars, thus entailing double switching charges. (File 11247.)

Complaint withdrawn.

1897. Application of Helen Loades, Viking, Alberta, under section 253, for an order to compel the Grand Trunk Pacific Railway to construct a suitable farm crossing at the northeast 34, 47, 13, west of the fourth meridian, Viking, Alberta. (File 9609. Case 4664.)

Struck off list, company having purchased the land.

1898. Application of S. F. Mayer and Isaac Picard for an order directing the Grand Trunk Pacific Railway Company to treat with the applicants, in respect to damages to property by the construction of its railway on Twenty-first street, abutting lots 18 and 19, block 2, and lots 13 and 17, block 4, Edmonton, Alberta. (File 9876. Case 4826.)

Stands pending decision of Supreme Court of Canada on appeal of Grand Trunk Pacific from order of the Board making it a condition that property owners on Hardisty street, Fort William, be compensated for damages, if any, accruing by reason of location of company's line on said street.

1899. Application of W. J. Johnson for an order directing the Grand Trunk Pacific Railway Company to treat with the applicant in respect to damages to property by construction of its railway on Twenty-first street, abutting block 12, river lot 2, Inglewood, Edmonton, Alberta. (File 9877. Case 4825.)

Stands pending decision of Supreme Court of Canada on appeal of Grand Trunk Pacific from order of the Board making it a condition that property owners on Hardisty street, Fort William, be compensated for damages, if any, accruing by reason of location of company's line on said street.

1900. Application of J. C. Dumont for an order directing the Grand Trunk Pacific Railway Company to treat with the applicant in respect to damages to property by the construction of its railway on Twenty-first street, abutting lots 17, 18, 19, block 3, Edmonton, Alberta. (File 9874. Case 4814.)

Stands pending decision of Supreme Court of Canada on appeal of Grand Trunk Pacific from order of the Board making it a condition that property owners on Hardisty street, Fort William, be compensated for damages, if any, accruing by reason of location of company's line on said street.

1901. Application of J. G. Campbell for an order directing the Grand Trunk Pacific Railway Company to treat with the applicant with respect to damages to property by construction of its railway on Twenty-first street, abutting lots 14, 15, 17 and 18, block 2, Edmonton, Alberta. (File 9875. Case 4815.)

Stands pending decision of Supreme Court of Canada on appeal of the Grand Trunk Pacific from order of the Board in *re* company's location on Hardisty street, Fort William, Ontario.

1902. Complaint of the Clover Bar Coal Company, Limited, of Edmonton, Alberta, alleging discrimination by the Canadian Northern Railway Company under tariff 569, effective May 25, 1909, in comparison with tariff 486, effective December 11, 1908, and tariff 327 and supplement thereto, effective January 14, 1908. (File 11493.)

Complaint dismissed.

1903. Application of the residents of the village of Bruderheim, Alberta, for an order to compel the Canadian Northern Railway Company to appoint a regular station agent at that point. (File 11696.)

Stands until January 1, 1910. Mr. Shaw to file statement of traffic when order will issue. Application subsequently refused.

1904. Complaint of the United Farmers of Alberta, Clover Bar, Alberta, that the Grand Trunk Pacific Railway have not erected fences, cattle-guards and built crossings in the district of Clover Bar, Alberta. (File 11618.)

Order made that railway company erect fences on each side of its right-of-way prior to November 1, 1909, through district of Clover Bar, and install cattle-guards and construct crossings at all highways in said district.

1905. Complaint of the Clover Bar branch of the United Farmers' Association that the Grand Trunk Pacific Railway are doing nothing in the way of fencing their line and putting in crossings in that district. (File 11000.)

Order made that railway company erect fences on each side of its right-of-way through district of East Clover Bar prior to November 1, 1909, and install cattle-guards and construct crossings at all highways in said district.

1906. Complaint of J. G. McKay, of Lougheed, Alberta, that the station accommodation on the Canadian Pacific Railway at Lougheed, Alberta, is not sufficient.

Board directed that an order go after inspection has been made by its officer in regard to the station facilities and accommodation. Subsequently arrangements were made for improved facilities which were satisfactory to the complainant.

1907. Application of the city of Edmonton, Alberta, under section 29, for an order amending order of the Board No. 6751, with regard to Syndicate avenue crossing, Edmonton, Grand Trunk Pacific and Canadian Northern Railways. (File 9419 Case 4525.)

Order made dismissing application with leave to city of Edmonton to apply for protection at crossing.

1908. Application of the city of Edmonton, Alberta, under Section 29, for an order varying the order of the Board No. 5598 re Hamayo avenue and First street crossings Grand Trunk Pacific Railway and Canadian Northern Railway. (File 8636. Case 4041.)

Order made dismissing application with leave to city of Edmonton to apply for establishment of gates or other protection at said crossing.

1909. Application of the Canadian Pacific Railway Company, under section 258, for approval of the location and detail plans of the station at Grassy Lake, Alberta. (File 10505.)

Application dismissed. Canadian Pacific Railway to submit plan of station to be located between Lewellyn avenue and Salvage avenue, Grassy Lake.

1910. Application of the residents of Bowell, Alta., for an order directing that the Canadian Pacific Railway Company establish a revenue station and place an agent at that point. (File 11004.)

Application dismissed.

1911. Application of the city of Calgary, Alberta, under section 237, for authority to cross the spur of the Canadian Pacific Railway Company on Second street, east, with the tracks of the Calgary Street Railway. (File 9306. Case 4463.)

(NOTE). The Board will consider in connection with this application, the question of protection at this crossing as referred to in the last paragraph of order No. 6399, dated February 17, 1909.

Order made that Canadian Pacific Railway install semaphores authorized by order No. 6399, also that city of Calgary install two semaphores, &c.

1912. Complaint of the Alberta Provincial Exhibition Association alleging failure of the Canadian Northern and Canadian Pacific Railway Companies to provide reasonable and proper facilities for the interchange of through passenger traffic at through rates from and to their respective railways in the provinces of Alberta. Saskatchewan and Manitoba, and in the province of Ontario, west of Fort William, Ont. (File 10767.)

If railway companies do not come to an understanding by January 1, 1910, Board will deal with the matter.

1913. Application of the city of Calgary, under section 246 of the Railway Act, for authority to cross the tracks of the Canadian Pacific Railway Company with trolley wires of the Calgary Street Railway at Second street east in the city of Calgary, Alta. (File 11744.)

Order made granting the application.

1914. Application of the city of Calgary, Alberta, under Section 237, for authority to construct a subway under the tracks of the Calgary and Edmonton Branch of the Canadian Pacific Railway Company where the same crosses the road allowances between sections 11 and 12, township 24, range 1, west of the 5th meridan on the line of 15 Street east, in the city of Calgary, Alberta. (File 11824.)

Stands until next sittings of the Board in Calgary.

1915. Application of the city of Calgary, under Section 237, for authority to construct a subway under the tracks of the Canadian Pacific Railway Company at First street, east, Calgary, Alberta. (File 11964.)

Order made that subway be constructed pursuant to terms of agreement between the parties dated September 14, 1906. Plans to be submitted to engineer of Board.

1916. Application of the city of Calgary, Alberta, under Section 237 of the Railway Act, for authority to construct a subway under the tracks of the Canadian Pacific Railway Company's main line where the same crosses the road allowances between sections 11 and 12, township 24, range 1, west of the 5th meridan on the line of 15th Street, in the city of Calgary, Alberta. (File 11823.)

Stands until next sittings in Calgary.

1917. Application of the Vancouver, Victoria and Eastern Railway Company, under sections 227 and 364, for an order authorizing the changing of the position of the proposed connection with the Canadian Pacific Railway Company near Front and Columbia streets in the city of Vancouver; also authorizing the company to take the lands required for the purpose of making such connection; also approving of an agreement with the British Columbia Electric Railway Company, Limited, providing for the handling by the British Columbia Electric Railway Company of all cars intended to be taken over the said connection. (File 5734. Case 2342.)

Order made granting permission to join tracks and interchange traffic; work to be completed by November 3, 1909.

1918. Application of the Vancouver and Lulu Island Railway for authority to cross with branch line Grenville street, in the municipality of Point Grey, at a point 2,400 feet south of the south boundary of Vancouver, B.C. (File 10446.)

Order made granting crossing.

1919. Application of the Canadian Pacific Railway Company, under section 237 of the Railway Act, for an order approving highway crossing at the intersection of the right of way and Clarke Drive, Vancouver, B.C. (File 9799. Case 4784.)

Application dismissed.

1920. Complaint of the residents of Port Kells, B.C., that the Great Northern Railway Company have not provided proper station facilities for the handling of passengers and freight and that the company's officials refuse to sign shipping bills when receiving goods for transit. (File 11632.)

Order made that Great Northern Railway Company established train service as set forth in order. Order to come into effect March 1, 1910. See order No. 9342, dated January 18, 1910.

1921. Complaint of the municipality of Langley, B.C., that the Vancouver, Victoria and Eastern Railway and Navigation Company have completed their line from Cloverdale to Abbottsford, but have not given the public any service as yet, also that the railway refuse to put in crossings. (File 11743.)

Order made that Great Northern Railway Company establish train service as set forth in order. Order to come into effect March 1, 1910. See order No. 9342, dated January 18, 1910.

1922. Application of the Surrey Board of Trade, B.C., for an order compelling the Great Northern Railway Company to operate their line up the Fraser river between Cloverdale and Huntingdon, B.C. (File 11825.)

Order made that Great Northern Railway Company establish train service as set forth in order. Order to come into effect March 1, 1910. See order No. 9342, dated January 18, 1910.

1923. Application of the Surrey Board of Trade, B.C., for an order to compel the New Westminster and Southern Railway Company to provide better train service to the villages and towns between Surrey and Vancouver and New Westminster, B.C. (File 11826.)

Order made that Great Northern Railway Company establish train service as set forth in order. Order to come into effect March 1, 1910. See order No. 9342, dated January 18, 1910.

1924. Application of H. Kenworthy, Mission Junction, B.C., for an order compelling Canadian Pacific Railway Company to allow repairs to be done on the Dewdney Dyke, B.C. (File 9862. Case 4807.)

Order made directing repairs to the embankment, subject to the conditions set forth in the order. Detail plans of the proposed sluice to be submitted for the approval of the Chief Engineer. See order No. 9456, dated February 1, 1910.

1925. Complaint of J. A. Maddaugh, Vancouver, B.C., alleging overcharge in freight rates on shipments of four cars of lumber from Maddaugh siding on the Great Northern Railway to Stoney Plains, Alberta, and refusal of the Canadian Pacific Railway to allow rebate. (File 12071.)

Railway company given leave to refund the sum of $52.18 whereby the charge as made is in excess of charge provided in the original order of Board.

(See judgment of Commissioner McLean under appendix 'D.')

1926. Complaint of J. H. Cottrell, Vancouver, B.C., alleging excessive switching charges of the Canadian Pacific Railway on a shipment of W. V. Dawson & Company, Montreal, to his warehouse, and charge made for inspection of the Canadian Pacific Railway cars upon his premises. (File 11451.)

(See judgment Asst. Chief Commissioner, Appendix 'C.')

1927. Application of the Great Northern Transfer Company, Limited, under section 226, for an order directing the Canadian Pacific Railway to construct its siding in the city of Vancouver to the warehouse of the Great Northern Transfer Company, Limited, on Burrard Inlet, for the purpose of storing, dealing and disposing of coal. (File 12058.)

Order made authorizing construction of branch lines to be constructed within two weeks after the Great Northern Transfer Company has completed the work to be performed by it for construction of said branch line.

1928. Complaint of the residents of the vicinity of Cowichan Station, B.C.:—

(1) Passenger and freight rates be equalized with those in force in the eastern provinces.

(2) Delay in arrival and departure of trains, and for appointment of station agent.

(3) Inefficiency of cattle-guards.

(4) Cattle being killed on account of switching of trains, poor headlights on locomotives, and protection at crossings through loading yards.

(5) Posting in station of passenger and freight rates.

(6) Extra charge for purchasing tickets on trains.

(7) Changing of location fences along right-of-way.

(8) Overcrowding passenger cars on holidays.

(File 10087.)

Complaint settled by parties except as to No. 8, which is referred to Board's inspector to make a report on.

1929. Application of the Public Works Department of the government of British Columbia, under section 237, for an order directing the Red Mountain Railway Company to provide and construct, for the protection, safety, and convenience of the public, a suitable highway crossing over the tracks of the Red Mountain Railway at a point a little south of Pattersons Station, B.C.

NOTE.—This application is set down for the purpose of determining the question of the apportionment of the cost of the said crossing, as per order of the Board No. 7787. (File 10900.)

The crossing having already been put in by the railway company, the matter will stand for the parties to arrange between themselves as to question of division of cost.

1930. Application of the city of Victoria, B.C., under sections 234, 238 and 239, for an order directing the Esquimalt and Nanaimo Railway Company to submit plans of a highway bridge, to erect foot bridges, remove barriers, enlarge a swing and other matters, and application for an interim order to remove barriers and allow use of highway across bridge pending application. (File 11118.)

Judgment reserved.

1931. Application of the Government of British Columbia for an order varying or rescinding order of the Board No. 5947, dated December 23, 1908, authorizing the Grand Trunk Pacific Railway to construct a bridge between Watson's Island and Kaien Island, B.C. (File 4565. Case 4222.)

Order made rescinding order No. 5907, dated December 23, 1908.

1932. Application of the Grand Trunk Pacific Railway, under section 233, for authority to cnstruct a bridge between Watson's Island and Kaien Island, B.C. (File 4565. Case 4222.)

Order made rescinding order of the Board No. 5907, dated December 23, 1908.

1933. Complaint of F. W. Godsal, of Cowley, Alberta, and of the Board of Trade of Nelson, B.C., against alleged excessive passenger rates on the Canadian Pacific Railway steamers between ports of call on Kootenay and Arrow lakes, in the province of British Columbia. (File 5889.)

Judgment reserved.

1934. Petition of the residents of Salmo, B.C., requesting that the Spokane Falls and Northern Railway Company be required to construct a suitable highway crossing at Main street, Salmo, B.C. (File 11698.)

Withdrawn by complainants.

1935. Complaint of A. E. Watts, of Cranbrook, B.C., in regard to inflammable material left on rights-of-way of railways and the destruction of public roads, including the ones from Yahk to Copeland and Sicamous to Vernon, B.C. (File 11758.)

Complaint dismissed.

1936. Application of the residents of East Robson, Kootenay district, B.C., for an order directing the Canadian Pacific Railway Company to provide and construct a suitable accommodation for the loading and unloading of traffic by constructing a siding and a flag station in the vicinity of the bridge of the Columbia and Kootenay Railway near Castlegar, B.C. (File 11754.)

Order made directing erection of shelter on or near wharf at East Robson forthwith; Canadian Pacific Railway boats to call at said wharf when required for carriage of traffic to or from East Robson.

1937. Complaint of the Kootenay Shingle Company of Salmo, B.C., that the Great Northern Railway Company are not using the tariff fixed by the Board in regard to rates on shingles and refuse to refund them $976.89 overcharge. (File 11821.)

Order made authorizing railway company to refund on basis of 67½ cent rate as provided in Canadian Pacific Railway tariff No. A—6. That in respect of shipments from Salmo to Ontario points other than main line points intermediate to Toronto, Ont., the rates complained of are in violation of the Railway Act in that a joint tariff has not been filed with Board as required by Section 335 of the Railway Act.

Complaints respecting allowance of 500 pounds per car dismissed. See order No. 8683 dated November 4. 1909.

1938. Complaint of A. E. Watts of Wattsburg, B.C., *re* accommodation furnished by the Canadian Pacific Railway for the handling of traffic to and from Wattsburg, B.C. (File 9848.)

Order made approving location of station on plan filed and leave granted to company to do away with flag station at Swansea siding.

1939. In *re* complaint of J. F. Hunter, Boissevain, Man., against the manner in which the Canadian Pacific Railway Company handles freight at Boissevain. (File 12666.)

Complaint dismissed.

1940. Application of Tees & Persse, Limited, of Winnipeg, Man., for an order directing Canadian Pacific Railway Company to maintain a siding on what formerly was Point Dougles avenue in the city of Winnipeg, serving the premises of the applicants. (File 12219.)

Application dismissed.

1941. Complaint of Wilfrid Duquette, of Mile End, P.Q., that the Canadian Pacific Railway Company has failed to remove the snow from private sidings at Mile End, P.Q. (File 9755.)

Stands to enable the parties to settle the terms of an agreement which will be satisfactory to the complainant and the railway company.

Agreement afterwards made.

1942. Application of the Canadian Pacific Railway Company, under Section !237, for authority to construct additional line of railway across Park avenue in the town of St. Louis, county of Hochelage, P.Q. (File No. 12087.)

Application granted without prejudice to the town to make hereafter an application for protection at said crossing.

1943. Application of the Canadian Northern Quebec Railway Company under Section 237, of the Railway Act, for leave to construct its railway across the highways in the parish of Beauport at the following points: Mileage 1.22, 1.45, 1.73, 5.05 and 6.96, on the Montmorency branch. (File No. 12204.)

Application dismissed.

1944. Complaint of Ernest Lyster, of Gore station, P.Q., alleging poor facilities furnished by the Grand Trunk Railway Company of Canada for loading milk, and also against inadequate arrangements for passengers getting on or off the westbound train. (File 10324.)

Application dismissed, no one appearing for the claimant.

1945. Complaint of Louis Vallee and others of La Baie du Febvram, P.Q., at respecting crossings of the Quebec, Montreal and Southern Railway Company, at that point and lack of proper cattle-guards and wing fences. (File No. 10294.)

Complaint dismissed.

1946. Application of the Dominion Park Company, Limited, of Montreal, P.Q., alleging excessive rates charged by the Bell Telephone Company for use of telephone at Dominion Park, Montreal, P.Q. (File No. 10501.)

Application dismissed, no one appearing for the applicant company.

1947. Application of the town of St. Louis for an order, under section 237, authorizing the applicant to carry its highway under the railway and to construct and maintain a tunnel under the track of the Canadian Pacific Railway Company at St. Lawrence Boulevard crossing, in the town of St. Louis, approving the plans, profiles, drawings and specifications of the said tunnel, and determining in what proportion the town of St. Louis, the Canadian Pacific Railway Company and the Montreal Street Railway Company shall each contribute towards the cost of the said tunnel. Adjourned hearing. (File 10982.)

Order made that the Montreal Street Railway contribute $15,000 towards the cost of construction of the tunnel; $10,000 to be supplied from the Grade Crossing Fund—balance in accordance with the agreement between the town of St. Louis and the Canadian Pacific Railway Company.

1948. Application of the Canadian Pacific Railway Company, under sections 222 and 227, for authority to construct a branch line from a point at London section, mile 10·15, lot 6, concession 4, township of Etobicoke, to a point on Grand Trunk Railway, lot 9, concession 1, township of Etobicoke and 'Y' section. Terms of the order to be spoken to. Adjourned hearing. (File 10112.)

Order made authorizing the construction of the branch line and providing for installation of an interlocking plant at the expense of the applicant company. See order 9129, dated December 31, 1909.

1949. Application of the Grand Trunk Pacific Railway, under section 56, subsections 2 and 3, for leave to appeal to the Supreme Court in the matter of the location of its railway through Fort William, Ontario. (File 1519, Part 3.)

Order made that the Grand Trunk Pacific Railway Company be given leave to apply to the Supreme Court of Canada from order No. 8493, dated October 6, 1909, upon all questions of law arising.

1950. Application of the Canadian Pacific Railway and Grand Trunk Railway Companies, under section 29 of the Railway Act, for an order amending order of the Board made upon the application of J. J. Denman, No. 6701, dated February 19, 1909, order No. 6763 in *re* complaint of the Live Stock Commissioner of Alberta, and No. 6186 in *re* complaint of the Grain Growers' Grain Company, of Winnipeg, Manitoba, relative to grain doors. To be spoken to. (File 4106.)

Order dictated by Chief Commissioner. Draft to be submitted to the parties before the order is issued.

1951. Complaint of the Montreal Board of Trade Transportation Bureau *re* Canadian classification ratings on rubber goods in less than carloads. (Adjourned hearing.) (File 9428.2.)

Judgment reserved.

1952. Consideration of order of the Board No. 6969, dated May 6, 1909, in connection with passenger traffic from United States to Canadian Northern Ontario Railway points in Muskoka and Parry Sound districts. (File 6812.)

Order made refusing the application of the Canadian Northern Railway Company for an order directing the Grand Trunk Railway and Canadian Pacific Railway Companies, within a specified time, to file tariffs from frontier American points and non-competitive points on its line of railway.

1953. Application of the Bell Telephone Company, under section 246, subsection 2 of section 2, and section 5, for an order to forbid and restrain the Nipissing Power Company of Toronto, Ontario, from erecting, placing, and maintaining its lines or wires for the conveyance of light, heat, power and electricity across the lines of the applicant company between Powassan and North Bay, Ontario, along a certain highway commonly known as the Nipissing road, until permission of the Board shall have been obtained. (File 12551.)

Order made granting the application and granting leave to the respondents to appeal to the Supreme Court on questions of jurisdiction, if so advised.

1954. Application of the township of Orford, county of Kent, Ontario, under sections 235 and 243, for an order directing the Pere Marquette Railroad Company to provide gates where the company's tracks intersect the side road between lots 6 and 7, concession 5, township of Orford, at Highgate Station, Ontario. (File 11617.3.)

Order made for gates to be installed and maintained at the expense of the railway company. Plan to be furnished within 60 days from the date of order. See order No. 8942, dated November 30, 1909.

1955. Application of the township of Orford, county of Kent, Ontario, under sections 235 and 243, for an order directing the Michigan Central Railroad Company to provide suitable gates where the company's tracks intersect the side road between lots 12 and 13, concessions 4 and 5, township of Orford, at Muirkirk Station, Ontario. (File 11617.2.)

Order made for gates to be installed by the Michigan Central Railroad Company. Plans to be furnished within 30 days from the date of the order; work to be completed within 60 days from the filing of the plans. Cost to be divided as follows:—one-fifth to be paid out of the grade crossing fund; one-fifth to be paid by the Pere Marquette Railway Company, and three-fifths to be paid by the Michigan Central Railroad Company. See order No. 8942, dated November 30, 1909.

1955*a*. Application of the township of Orford, county of Kent, Ontario, under sections 235 and 243, for an order directing the Michigan Central Railroad Company to provide suitable gates where the company's tracks intersect the side road between lots 6 and 7, concession 5, township of Orford, at Highgate Station, Ontario. (File 11617.1.)

Order made for gates to be installed by the Michigan Central Railway Company. Plans to be furnished within 30 days from date of order; work to be completed within 60 days from the filing of plans. Cost to be divided as follows: one-fifth to be paid by the Pere Marquette Railroad Company; one-fifth to be paid out of the Grade Crossing Fund, and three-fifths to be paid by the Michigan Central Railroad Company. See order No. 8942, dated November 30, 1909.

1956. Application of the township of Orford, county of Kent, under sections 235 and 243, for an order directing the Pere Marquette Railroad Company to construct gates where the company's tracks intersect the side road between lots 12 and 13, concessions 4 and 5, township of Orford, at Muirkirk Station, Ontario. (File 11617.4.)

Order made for gates to be installed by the Michigan Central Railroad Company. Plans to be furnished within 30 days from date of order; work to be completed within 60 days from the filing of plans. Cost to be divided as follows: one-fifth to be paid out of the Grade Crossing Fund; one-fifth to be paid by the Pere Marquette Railroad Company, and three-fifths to be paid by the Michigan Central Railroad Company. See order No. 8942, dated November 30, 1909.

1956*a*. Application of the township of Tilbury East, under section 251, for authority to construct a drainage work upon and across the property of the Canada Southern Railway Company on lot 16, in the 5th concession of the township of Tilbury East, in the county of Kent, Ontario, and to carry such drainage work across the railway company's property by means of a concrete culvert with a ten-foot in the clear opening. (File 12077.)

Judgment reserved until the drainage referee deals with the pending appeals.

1957. Application of the township of Tilbury East, under section 251, for authority to construct a drainage work upon and across the property of the Canadian Pacific Railway Company on lot 15, in the third concession of the township of Tilbury East in the county of Kent, Ontario, and to carry such drainage work across the said railway company's property by means of a concrete culvert with a ten-foot in the clear opening. (File 12078.)

Judgment reserved until the drainage referee deals with the pending appeals.

1958. Complaint of the townships of Raleigh and Tilbury East, Ontario, alleging that obstructions are being placed in Jeanette's and Baptist creeks, in the township of Tilbury East, by the Grand Trunk Railway Company of Canada by the construction of bridges. (File 10554.1.)

Application dismissed.

1959. Application of Absolam Gilbert, of the township of Southwold, Ontario, under sections 250 and 251, for an order directing the Grand Trunk Railway Company of Canada to provide and construct a suitable drain under the railway to connect with the tile laid down on lot No. 37, south of the north branch of the Talbot road, in the township of Southwold, Ontario. (File 12300.)

Struck off the list.

1960. Application of the Board of Trade of Orillia, Ontario, for a union station. Adjourned hearing. (File 10568.)

Judgment reserved. Judgment December 3, 1909. (*See* Appendix 'C.')

1961. Application of the Canadian Northern Ontario Railway Company, under section 159, for approval of its location between mileage 5·55 and mileage 10·29, being part of the Udney-Orillia branch through concession 11, township of Mara, and concessions 5, 6 and 7, township of South Orillia, Ontario. Adjourned hearing. (File 8437.2.)

Judgment reserved. Judgment December 3, 1909. (*See* Appendix 'C.')

1962. Application of the Canadian Northern Ontario Railway Company, under section 277, for authority to cross the tracks of the Grand Trunk Railway Company of Canada, and the tracks of the Georgian Bay and Seaboard Railway Company at mile 7·4 of the Udney-Orillia branch in lot 30, concession 11, township of Mara, Ontario. Adjourned hearing. (File 10369.)

Judgment reserved. Judgment December 3, 1909. (*See* Appendix 'C')

1963. Application of the Canadian Pacific Railway Company, as lessee of the Georgian Bay and Seaboard Railway, under section 177, for authority to construct, maintain and operate a crossing of the tracks of the Grand Trunk Railway Company of Canada's spur to an ice house, for the town of Orillia, on the shore of Lake Couchiching, in the township of South .Orillia, at mileage 29 of the Georgian Bay and Seaboard Railway Company's location. Adjourned hearing. (File 3021.)

Judgment reserved. Judgment December 3, 1909. (*See* Appendix 'C.')

1964. Application of the Canadian Northern Railway Company, under section 176, for authority to take portion of land of the Grand Trunk Railway Company of Canada and of the Georgian Bay and Seaboard Railway between mile 7·90 and 10·29 on the applicant company's proposed location line between Udney and Orillia, concessions 5, 6 and 7, township of South Orillia, Ontario. Adjourned hearing. (File 10368.)

Judgment reserved. Judgment December 3, 1909. (*See* Appendix 'C.')

1965. Application of the Georgian Bay and Seaboard Railway, under section 176, for authority to take and use certain lands belonging to the Grand Trunk Railway Company of Canada near Orillia, Ontario, for the purposes of its railway. Adjourned hearing. (File 10529.)

Judgment reserved. Judgment December 3, 1909. (*See* Appendix 'C.')

1966. Application of the Canadian Pacific Railway Company on behalf of the Georgian Bay and Seaboard Railway, under section 177 of the Railway Act, 1903, for authority to construct, maintain and operate a crossing at rail level on the Midland Railway at mile 30·9 on the Georgian Bay and Seaboard Railway at Atherly Junction. Adjourned hearing. (File 2647.)

Judgment reserved. Judgment December 3, 1909. (*See* Appendix 'C.')

1967. Application of J. R. Cockburn, of Toronto, Ontario, under section 250, for an order directing the Canadian Pacific Railway Company to rectify the wrongly constructed culvert and to construct and maintain a siutable culvert to carry off the water at Lily lake in the township of Humphrey, Ontario. (File 7926. Case 3622.)

Order made upon consent of the parties and in the terms thereof.

1968. Application of the Canadian Northern Ontario Railway Company for authority to place its lines or tracks across the lines or tracks of the Grand Trunk Railway Company of Canada (Midland division) near Scarboro Junction, Ontario. (File 12482.)

Counsel to prepare draft order and settle terms, and then submit to the Board. Board's engineer to inspect and report before order is issued.

1969. Application of the Canadian Northern Ontario Railway Company, under section 227, for authority to place its lines or tracks across the lines or tracks of the Grand Trunk Railway Company of Canada (Peterborough branch), near Port Hope, Ontario. (File 12068.)

Order made in terms contained in the answer of the Grand Trunk Railway Company.

1970. Application of the Canadian Northern Ontario Railway Company, under section 227, for authority to cross with its lines and tracks the lines and tracks of the Grand Trunk Railway Company of Canada near Shannonville, Ontario. (File 12296.)

Counsel to prepare draft order and settle terms, and then submit to the Board. Board's engineer to inspect and report before order is issued.

1971. Application of the Canadian Northern Railway Company, under sections 227 and 228, for authority to place its lines and tracks across the lines and tracks of the Canadian Pacific Railway Company (Estevan branch), in the southwest quarter of section 29, township 2, range 6, west of the second meridian, and to join its lines and tracks with the lines and tracks of the Canadian Pacific Railway Company, in the northwest quarter of section 19, township 2, range 6, west of the second meridian, near Bienfait, Sask. (File 12476.)

Draft order to be prepared and settled by the parties and submitted to the Board's engineer to report on before order issues.

1972. Application of William Knechtel & Son, Hanover, Ontario, under section 226, for an order directing the construction and operation of a spur track or branch line from the tracks of the Grand Trunk Railway Company, in Hanover, Ontario, to the grist mill owned by the applicants. (File 12301.)

Application refused without prejudice to the Grand Trunk Railway Company to renew same as soon as it is in a position to do so. The material on file may be used in new application. Publication of notice dispensed with.

1973. Application of the Grand Trunk Railway Company of Canada, under section 257, for approval of reconstruction of highway bridge over the Grand Trunk Railway tracks at Margaret street, Berlin, Ontario. (File 11631.)

Order made authorizing the applicant company to reconstructe highway bridge over its tracks at Margaret street, Berlin.

1974. Petition of the council of Cannington, Ontario, that the Grand Trunk Railway Company of Canada be required to run an early train service for the carriage of passengers by way of Lorneville Junction, through Woodville, Cannington, Sunderland via Blackwater Junction to Toronto. (File 12426.)

Application withdrawn.

1975. Application of James Davy, Thorold, Ontario, for the restoration of the joint rate of two cents per hundred pounds on wood pulp, in carloads, from Thorold, Ontario, to Suspension Bridge, N.Y., via the Niagara, St. Catharines and Toronto Railway and Michigan Central Railroad Company, which has been advanced to three cents per hundred pounds. (File 11965.)

Order made directing the Niagara, St. Catharines and Toronto Railway Company to refund to the applicant $219.83, and disallowing joint rate of three cents per hundred pounds at present in force from Thorold to Suspension Bridge, N.Y. The company required to restore by January 15, 1910, the rate of two cents per hundred pounds. See order No. 9031, dated December 2, 1909.

Note.—An appeal has been taken by the railway company herein to the Supreme Court of Canada.

1976. Complaint of the Sudbury Board of Trade that the rates on coal from the Niagara frontier to Sudbury are unreasonable and discriminative. (File 11479.)

Order made directing the Michigan Central Railroad, the Canadian Pacific Railway, and Toronto, Hamilton and Buffalo Railway Companies to publish and file not later than March 1, 1910, the joint rate not exceeding $2.60 per ton in carloads of the customary minimum rates from Black Rock, N.Y., and Suspension Bridge, N.Y., to Sudbury, Ontario. Also making provision for special mileage rates on coal and coke in carloads as therein set forth. See order of the Board No. 9271, dated January 12, 1910.

1977. Complaint of the Brown Brothers Company, Nurserymen, Limited, Brown's Nursery P. O., Ontario, that the Dominion and American Express Companies charge higher rates from Toronto to Fenwick than from Toronto to Welland, the former being an intermediate point. (File 11162.)

Stands pending the judgment of the Board in *re* general express inquiry.

1978. Complaint of Wagstaffe, Limited, of Hamilton, Ontario, that the Dominion Express Company charge higher rates on black currants from Montreal to Hamilton than from Hamilton to Montreal. (File 11822.)

Complaint dismissed.

1979. Application of the Georgian Bay and Seaboard Railway Company, under sections 222, 227 and 237, for authority to construct a branch line of railway from a point on the main line of the said railway in the town of Fesserton, thence crossing Sturgeon Bay road and joining the tracks of the Grand Trunk Railway Company at the points marked 'D' and 'C.' Adjourned hearing. (File 12122.)

Application refused.

1980. Application of the Georgian Bay and Seaboard Railway Company, under section 227, for authority to cross with its tracks the tracks of the Grand Trunk Railway Company of Canada at lot 16, concession 3, township of Eldon, county of Victoria, Ontario, at mileage 50·5 from Victoria Harbour, Ontario. Adjourned hearing. (File 11190.)

Order made authorizing applicant company to connect its lines with the lines of the Georgian Bay and Seaboard Railway Company upon the conditions set out in the order. The question of apportionment of the cost of installing and maintaining the interlocking plant to be settled by the companies, or in the event of their failure to agree, to be fixed by the Board.

1981. Application of the Grand Trunk Railway Company of Canada, under section 229, for authority to install, maintain, and operate a full interlocking plant at the crossing of the tracks of the Grand Trunk Railway Company between Clifton Junction and Stamford, Ontario, by the Niagara, St. Catharines and Toronto Railway Company, at the expense of the Niagara, St. Catharines and Toronto Rialway Company. Adjourned hearing. (File 11514.)

Order made providing for the installation of a Hayes derail. The work to be done at the expense of the Niagara, St. Catharines and Toronto Railway Company and be completed by May 31, 1910.

1982. Application of the Grand Trunk Pacific Railway, under section 227, for an order authorizing the connection between the tracks of the Grand Trunk Pacific Railway (Lake Superior branch) and of the Canada Iron and Foundry Company at Mountain avenue, Fort William, Ontario. Adjourned hearing. (File 11056.)

Application dismissed.

1983. Application of the corporation of the village of Eganville, under section 284, for an order directing the Canadian Pacific Railway Company to erect a station furnishing adequate accommodation for the passengers using the trains of the said company and those desiring to travel on such trains in a location convenient to such persons and to the public. Adjourned hearing. (File 11403.)

Order made on consent for station similar to that erected at Stittsville. Station to be completed by June 1, 1910.

1984. Application of the corporation of the village of Eganville, Ontario, under sections 237 and 238, for an order directing the Canadian Pacific Railway Company to fill in with planks or otherwise, the space between the rails on its railway along John street and Water street in the village of Eganville, Ontario. Adjourned hearing. (File 11404.)

Order made that planking is to be extended to within 75 or 100 feet of John street. Planking to be within rails and 8 inches on the outer side of each rail. Work to be completed by January 1, 1910.

1985. Complaint of the corporation of the city of Montreal, P.Q., on the service of the Montreal Park and Island Railway on the following points:—

1. That the cars do not stop at each street in Mount Royal Ward; Mr. Dillinger to inspect.

2. That the company erects poles in the centre of the streets; withdrawn.

3. That the company throw snow from its tracks into the streets; withdrawn.

4. That the company refuses to fill up the streets to the level of its tracks; Mr. Dillinger to inspect.

5. That the company has erected without authorization, poles on the Cote des Neiges Road. Withdrawn. (Adjourned hearing.) (File 9527.)

Order made directing the Montreal Park and Island Railway Company to stop its cars for the purpose of allowing passengers to get on and off at the streets named in the order. See order No. 8941, dated December 7, 1909.

1986. Application of the Canadian Pacific Railway Company, under Section 222, for authority to construct, maintain, and operate industrial spurs for the Speitz Furniture Company, and for the Hanover Portland Cement Company, at Hanover, Ont. (Adjourned hearing.) (File 11756.)

Order made authorizing applicant company to cross, at its own expense. Crossing to be protected by interlocking plant.

1987. Application of the Canadian Pacific Railway Company, under Section 227, for authority to maintain an industrial spur for the Speitz Furniture Company and the Hanover and Portland Cement Company at Hanover, Ontario, across the industrial spur of the Knechtel Furniture Company, owned jointly by the applicant company and the Grand Trunk Railway Company of Canada. (Adjourned hearing.) (File 12288.)

Order made authorizing the construction of the spurs.

1988. Application of the town of St. Louis, Quebec, for an order under Section 237, authorizing the applicant to extend its highway across the Canadian Pacific Railway Company's tracks where the said railway intersects Atlantic avenue, in the town of St. Louis, county of Hochelaga, Quebec. (File 12511.)

Order made authorizing the crossing, the expense to be borne by the town of St. Louis.

1989. Application of the town of St. Louis, Quebec, under Section 237, authorizing the applicant to extend its highway across the Canadian Pacific Railway Company's tracks where the said railway intersects Park avenue in the town of St. Lonis Quebec, and that gates, or other protective measures, be provided at that point. (File 12912.)

Town of St. Louis to file scheme of grade separation within thirty days from date, for approval of the Board, otherwise the application to be dismissed.

1990. Application of the Niagara, St. Catharines and Toronto Railway Company, under section 159, for approval of the location of its line of railway from mileage 12·17 to milage 18·55 through the townships of Crowland and Humberstone, and for an order under section 228, authorizing the construction of a transfer track from the said location on Elm street in the village of Port Colborne to the siding of the Dominion Government elevator. (File 3025.2.)

Order made approving revised location. See order 9552, dated February 3, 1910.

1991. Application of the Niagara, St. Catharines & Toronto Railway Company, under Section 237, for authority to construct its line of railway (Port Colborne Extension) across certain highways in the village of Port Colborne, county of Welland, as follows:

Public Road known as Killally street.

Public Road known as Clarence street. (File 3025.3.)

Order made granting the application. See order 9552, dated February 3, 1910.

1992. Application of the Niagara, St. Catharines & Toronto Railway Company, under section 237, to construct its line of railway (Port Colbrone extension) across certain highways in the township of Humberstone, county of Welland, Ontario, as follows:—

Town line between lot 27, township Humberstone and lot 27, township of Crowland;

Concession road between concessions 4 and 5;

Neff and Thompson streets, village of Humberstone;

Concession Road between concessions 2 and 3.

Public road known as Killally street between Concessions 1 and 2;

Main street west, village of Humberstone. (File 3025.4.)

Order made granting the application. See order No. 9552, dated February 3, 1910.

1993. Application of the Niagara, St. Catharines & Toronto Railway Company, under Section 237, for authority to construct its line of railway (Port Colborne Extesion) across certain highways in the township of Crowland, county of Welland, Ontario, as follows:—

Public road on north and south sides on the canal feeder, at station 307·85 and 309·56.

Public road at Mile 11.97 on the north side of the government raceway.

Town line between lot 27, township of Crowland and lot 27, township of Humberstone. (File 3025.5.)

See No. 1991, order No. 9552, dated February 3, 1910.

1994. Application of the Niagara, St. Catharines & Toronto Railway Company, under Section 227, for authority to cross with lines and tracks the lines and tracks of the Wabash Railway as lessee of the Grand Trunk Railway Company (air line), in the township of Humberstone, in the county of Welland, Ontario. (File 12418.)

See No. 1991 order No. 9552.

1995. Application of the Niagara, St. Catharines & Toronto Railway Company, under Section 227, for authority to cross with its lines and tracks, the lines and tracks of the Grand Trunk Railway Company of Canada (Buffalo-Goderich division) in the township of Humberstone, in the county of Welland, Ontario. (File 12419.)

See No. 1991, order No. 9552, dated February 3, 1910.

1996. Complaint of Jas. Pender & Company, St. John, N.B., respecting rates on iron goods from St. John N.B., to points on the Quebec Central Railway. (File 10720.)

Order made that Supplement 3 to Special Tariff C.R.C. 937 be disallowed and the railway company directed to restore not later than January 10, 1910, the former rates of 16½ cents per 100 pounds on carloads and 25 cents per 100 pounds on less than carloads on the said traffic.

1997. Complaint of the Portland Rolling Mills, Limited, of St. John, N.B., against the rates charged on bar-iron nails from St. John, N.B., to Quebec Central Railway points. (File 10720.1.)

Order made that Supplement 3 to Special Tariff C.R.C. 937 be disallowed and the railway company directed to restore not later than January 10, 1910, the former rates of 16½ cents per 100 pounds on carloads and 25 cents per 100 pounds on less than carloads on the said traffic.

1998. Complaint of the Maritime Nail Company, Limited, against the rates charged on bar-iron and nails from St. John, N.B., to points on the Quebec Central Railway points. (File 10720·2.)

Order made that supplement 3 to special tariff C. R. C. 937 be disallowed and the railway company directed to restore not later than January 10, 1910, the former rates of 16½ cents per 100 lbs. on car loads and 25 cents per 100 pounds on less than car loads on the said traffic.

1999. Application of the Board of Trade, Montreal, Que., under section 323, for an order directing the Canadian Pacific Railway Company to publish tariffs covering milling-in-transit arrangement on corn received at Montreal by rail from Georgian Bay elevator ports and from Detroit, the product of which is re-shipped to points east in the province of Quebec, also to St. John and points in New Brunswick for domestic consumption and also for furtherance by water to outports. (File 12384.)

Application dismissed.

2000. Application of the Canadian Flour Mills Company, Limited, of Chatham, Ontario, for an order directing the Grand Trunk and Canadian Pacific Railway Companies to restore the milling-in-transit arrangement on corn at Chatham, Ontario. (File 7917.)

Application dismissed.

2001. Application of the British American Oil Company, Limited, of Toronto, Ontario, under section 315, for an order directing the Grand Trunk and Canadian Pacific Railway Companies to adjust the present rates from Toronto on petroleum and its products so that they may be properly related to the commodity rates from Petrolia and Sarnia, Ontario. (File 1220.)

Judgment reserved. March 30, 1910, judgment.

For reasons, see Appendix 'C.'

2002. Application of the Canadian Freight Association for approval of proposed regulations for the carriage of inflammable articles and acids restricted to freight cars in freight and mixed trains. (Adjourned hearing.) (File 1717·1.)

Application dismissed.

2003. Complaint of the Canadian Manufacturers' Association, Toronto, Ontario, against the rates covered by the Great Northwestern Telegraph Company's tariff, C.R.C. No. 10, and C.P. supplement No. 2 to C.R.C. No. 1, and Western Union tariff, C.R.C. No. 5, in connection with the counting of words in domestic messages. (File 10041.)

Order made that the proposed amendments to rule 4 in so far as the same apply to code messages between points in Canada, and when embodied in proper tariffs filed by the telegraph companies with the board, be approved. The amended rule to be put in force not earlier than July 1, 1910.

2004. Application of the Canadian Northern Ontario Railway Company, under section 317, for an order directing the Grand Trunk Railway Company of Canada to construct sidings from its line to the right-of-way of the applicant company near the authorized point of crossing of the said companies in concession D, in the township of Scarborough, Ontario. (File 13079.)

Order made authorizing the applicant company to construct the sidings, subject to conditions set forth in order. Leave granted to Grand Trunk Railway Company to appeal to Supreme Court of Canada on all questions of law arising under the order. Order of Board of January 4, 1910, rescinded. See order No. 9243, dated January 16, 1910.

2005. Application of the Canadian Northern Ontario Railway Company, under section 237, for authority to construct its lines and tracks across public road diversion of lot 21, concession 5, at staiton 1670·58, township of Darlington, county of Durham, Ontario. (File 3878·56.)

Order made on consent of the township of Darlington granting the application.

2006. Application of the Department of Public Works of the province of Ontario, under section 237, for authority to construct an overhead crossing over the Canadian Pacific Railway (Soo Branch) by the Sudbury Soo Trunk Wagon Road, at lot 5, concession 1, township of Drury, Ontario. (File 11564.)

Order made authorizing overhead crossing at the expense of the applicants. Order 9153, dated January 15, 1910, rescinded.

2007. Application of the Department of Public Works of the province of Ontario, under section 237, for authority to construct an overhead crossing over the Canadian Pacific Railway (Soo Branch) by the Sudbury Soo Trunk Wagon Road at lot 1, concession 11, township of Baldwin, Ontario. (File 11566.)

Order made authorizing overhead crossing at the expense of the applicants.

2008. Application of the Department of Public Works of the province of Ontario, under section 237, for authority to construct a grade crossing over the Canadian Pacific Railway (Soo Branch) by the Sudbury, Soo Trunk Wagon Road at lot 10, concession 5, township of Hallam, Ont. (File 11567.)

Order made authorizing overhead crossing at the expense of the applicants.

2009. Application of the Canadian Northern Ontario Railway Company, under section 227, for authority to place its lines or tracks across the lines or tracks of the Grand Trunk Railway Company of Canada near Brighton, Ont. (Adjourned hearing.) File 3878·22.)

Application withdrawn as another application in substitution therefor had been made authorizing the crossing in accordance with the agreement made between the applicant company and the Grand Trunk Railway. See order No. 9157, dated January 5, 1910.

2010. Application of the corporation of St. Jacques des Piles, Que., for an order directing the Canadian Pacific Railway Company to provide and construct a suitable highway crossing where the company's line intersects 'I' Street, at St. Jacques des Piles, Que. (File 12376.)

Order made dismissing application.

2011. Application of the Canadian Northern Ontario Railway Company, under section 227, for authority to construct its lines or tracks across the lines or tracks of the Grand Trunk Railway Company of Canada near Powassan, Ont., on lot 14, concession 9, township of Himsworth, district of Parry Sound, at about mileage 216·15 west from Ottawa. (File 11221.)

Order made granting the application. All questions arising respecting the extension of abutments at the said crossing in case the Grand Trunk Railway decides to double track reserved for future consideration of the Board. See order 9286, January 4, 1910.

2012. Application of the Montreal Light, Heat & Power Company, for authority to cross with an underground cable the tracks of the Canadian Northern Quebec Railway Company, and of the Montreal Terminal Railway Company, at Laurier avenue, Tetreauville, near Montreal, P.Q. (File 12474.)

Order made granting application.

2013. Application of the city of Montreal, P.Q., and William Payette, of the said city, and others, under Section 238, for an order directing the Canadian Pacific Railway Company to construct a tunnel under its railway at Iberville street, pursuant to its contract with the said city.

(NOTE). The question to be considered is whether the city of Montreal or the Canadian Pacific Railway Company, should pave and sidewalk the subway. (File 10088.)

Application refused.

2014. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at Mile Post 18.6 on the Brockville branch at the Main road between Brockville and Smiths Falls, Ont. (File 9437.125.)

Judgment reserved.

2015. Consideration of the question of protection to be provided at level crossing of the Grand Trunk Railway Company of Canada at Ontario street, Kingston, Ont. (File 9437.122.)

Order made that rate of speed at which the Grand Trunk, Kingston & Pembroke and the Bay of Quinté Railway Company may operate trains over the railway crossing be limited to six miles per hour. See order No. 9287, dated January 4, 1910.

2016. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at Peterboro street, Norwood, Ont. (File 9437.108.)

Judgment reserved.

2017. Consideration of the question of prohibiting brakemen from riding on the top of freight cars and reducing the height of bridges to 17 feet or to a height sufficient to permit the highest freight car passing thereunder. (File 12917.)

Discussion had and announcement made that Board would not interfere.

2018. Consideration of proposed draft order in *re* flag station shipments. (File 4205. Case 871.)

Order made that all railway companies subject to the jurisdiction of the Board within six months from the date of the order construct on their lines in Manitoba, Saskatchewan and Alberta at stations other than regular agents' stations from or to which freight L.C.L. where passenger traffic is carried, suitable shelters or waiting rooms for the accommodation of passengers and freight. See order No. 9160, dated January 6, 1910.

2019. In the matter of the application of the Ontario and Minnesota Power Company, Limited, under Section 5 of the Act respecting the Ontario and Minnesota Power Company, Limited, (4-5 Edw. VII., 1905), chapter 189 (Canada) permitting the applicant to divert and use, in the United States, electricity to the extent of six thousand horse-power developed by the applicant on the Rainy river at or near Fort Frances, District of Rainy River, Ont., Canada. (File 12368.)

Order made that applicants have leave to divert and use in the United States 6,000 of electric horse-power developed on the Canadian side of the river at Fort Frances on condition that the order may at any time be rescinded by the Board or the number of horse-power be reduced. All questions arising on application of the town of Fort Frances on fixing of price of power for users in Fort Frances reserved. See order 9326, dated January 18, 1910.

2020. Petition of Col. Sam. Hughes, M.P., and others that the Canadian Pacific Railway Company be required to make connections at Peterborough, Ontario, with Grand Trunk Railway Company of Canada. (File 12900.)

Application refused.

2021. Complaint of Clarkson Brothers, of Ymir, B.C., alleging lack of proper facilities and station accommodation at Porto Rico, B.C., on the Nelson and Fort Sheppard Railway. (File 13112.)

Order made for construction of a seven car spur at Porto Rico by railway company, to be completed by February 25, 1910. Applicant to pay 6 per cent of the cost of construction of the extra track.

2022. Complaint of Clarkson, Brothers, of Ymir, B.C., alleging lack of proper facilities and station accommodation for the handling of freight traffic at Tamarac, B.C., on the Nelson and Fort Sheppard Railway. (File 13111.)

Order made for construction of a four car spur track by the railway company at its own expense. The work to be completed by February 25, 1910.

2023. Application of the Montreal Board of Trade, under section 323, for an order directing the Canadian Pacific Railway Company and the Grand Trunk Railway Company of Canada to publish rates on wheat, oats, and barley, 'ex-lakes' from Montreal to points in the provinces of Ontario and Quebec on the same mileage basis in force on the same commodities from Georgian Bay Elevator ports to points in Ontario. (File 12547.)

Judgment reserved.

2024. Complaint of Messrs. James Richardson & Sons, of Kingston, Ontario, alleging that the rate of 7 cents per 100 pounds, from Kingston, Ontario, to Montreal, P.Q., on western grain arriving at Kingston by vessel and destined to points in Ontario and the maritime provinces as provided by order of the Board No. 6166 dated January 13, 1909, is excessive and applying for a rate on the said grain of 5 cents per 100 pounds from Kingston to Montreal.

Complaint dismissed.

2025. Consideration of the making of a general order pursuant to the provisions of the Railway Act establishing the places at which inspection of carload freight will be made by railways. (File 13109.)

Board decide not to make any order.

2026. Consideration of evidence and argument as to the charges made by railway companies subject to the Board's jurisdiction for the storage of passengers' baggage which are alleged to be excessive. (File 13024.)

Judgment reserved.

2027. Consideration of the sleeping and parlor car tariffs generally of the railway companies subject to the jurisdiction of the Board. (File 9451.)

Judgment reserved. Board's chief traffic officer to meet and confer with representatives.

2028. Application of the Canadian Northern Ontario Railway Company, under section 237, for authority to construct lines and tracks across public road between lots 14 and 15, concession 3, at station 625, township of Scarboro, county of York.

Application dismissed with leave to the municipality to renew the application at a future time if so advised.

2029. Application of the Canadian Northern Ontario Railway Company, under section 237, for authority to construct its lines and tracks across public road between lots 12 and 13, concession 4, township of Scarboro, county of York.

Referred to the Board's engineer to inspect and report. All parties interested to be notified of the date of the inspection.

2030. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company at King street, Berlin, Ontario. (File 9437.124.)

Order made directing company to instal and maintain bells at Lancaster, Strange, Queen and Mill streets. Cost of installing and maintenance to be borne and paid one-third by the municipality, two-thirds by the railway company. Work to be completed by July 27, 1910. See order No. 9408.

2031. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company of Canada at Queen street, Palmerston, Ont. (File No. 9437.115.)

Order made that upon the town of Palmerston passing a by-law closing Queen street to vehicular traffic, the Grand Trunk Railway Company to construct, at its own expense, a subway for pedestrian traffic on Queen street. The work to be completed by July 1, 1910. The municipality to light the subway at own expense. Twenty per cent of the cost of the subway to be paid out of the Grade Crossing fund. See order No. 9478, dated February 4, 1910.

2032. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at Dundas Street, Cooksville, Ontario. (File 9437·104.)

Matter stands until next sittings of Board at Toronto. Canadian Pacific Railway to bring the matter to the attention of township and furnish the Board with copy of the plan submitted at the hearing to-day.

2033. Application of the Canadian Northern Ontario Railway Company, under section 237, for authority to construct its lines of railway across the public road between lots 2 and 3, concession B, township of Hamilton, county of Northumberland, at station 204·30. (File 3878.64.)

Order made authorizing the applicant company to cross.

2034. Application of the Canadian Pacific Railway Company for a change of location of the interchange track between the Grand Trunk and Canadian Pacific Railway Companies at Galt, Ontario. (File 1380. Case 1731.)

Stands until the next sittings of the Board in Toronto or some convenient point should the Board fix a sittings at such.

2035. Application of the municipal corporation of the township of Louth, Ontario, for an order, under section 238, directing the Grand Trunk Railway Company of Canada to provide by electric bells or other suitable means, protection for the safety of the public, at the crossing at lot No. 5, by the said railway, of the concession road between the third and fourth concessions of the said township, being a highway known as the middle road leading to the city of St. Catharines. (File 12846.)

Stands until the next sittings of the Board or some other conevenient point should the Board fix a sittings at such.

2036. Application of the Canadian Northern Ontario Railway Company, under section 159, for sanction and approval of the location of its line of railway through the township of Hamilton, county of Northumberland, mile 170·8 to mile 177. (File 3878·43.)

Stands by consent until the next sittings of the Board in Toronto.

2037. Application of the city of Brantford, Ontario, for an order approving of proposed bridge to be situated on South Market Street, over the tracks of the Toronto, Niagara and Western Railway; the Grand Trunk Railway; the Brantford and Hamilton Electric Railway; and the canal of the Western Counties Electric Railway. (Adjourned hearing.) (File 8528.)

Application stands to enable the parties to come to a satisfactory arrangement regarding the Union Station.

2038. Application of the Toronto, Hamilton and Buffalo Railway Company, under sections 222 and 237, for leave to construct, maintain and operate two branch lines of railway or spurs in the northeast part of the city of Hamilton, Ontario, extending from a point on its easterly belt line of railway in the said city, situate upon lot 7, in the 1st concession in the township of Barton, and running thence westerly and southerly and across Whitfield avenue to and into the lands of F. W. Bird & Sons. (File 12546.)

Order made authorizing the construction of the branch line in question. Such branch line to be constructed within six months from the date of the order. See order 9426, dated January 27, 1910.

2039. Application of the Canadian Northern Ontario Railway Company, under section 237, for authority to construct its lines and tracks across the public road between lots 18 and 19, concession 2, township of Scarboro, county of York. (File 3878·25.)

Order made authorizing the crossing.

2040. Application of the Canadian Northern Ontario Railway Company, under section 237, for authority to construct its lines and tracks across public road between lot 32, concession C, and part of lot 32, concession B, at station 837·95, in the township of Scarboro, county of York. (File 3878·26.)

Order made authorizing the crossing. Applicant company to cut down and remove certain trees for a distance of 100 feet on both sides of the crossing. See order 9412, dated January 27, 1910.

2041. Application of the Canadian Northern Ontario Railway Company, under section 237, for authority to construct its lines and tracks across public road between lots 28 and 29, concession C, at station 313, in the township of Scarboro, county of York. (File 3878·28.)

Order to go as stated at the hearing. The railway company to file new plan.

2042. Application of the Canadian Northern Ontario Railway Company, under section 237, for authority to construct its lines and tracks across public road between lots 34 and 35, concession B, at station 173·50, in the township of Scarboro, county of York. (File 3878·32.)

Order made authorizing the crossing.

2043. Application of the Canadian Northern Ontario Railway Company, under Section 237, for authority to construct its lines and tracks across public road between south part of lot 22, concession 2, and north part of lot 22, concession 1, at station 477, township of Scarboro, county of York, Ontario. (File 3878.36.)

Order made approving the crossing. The question of protection reserved for further consideration, if the municipality is advised to renew the application.

2044. Complaint of Edward Clark & Son, of Toronto, Ontario, that the Central Ontario Railway will not furnish cars for shipment of lumber from Cordova, a point on a branch line from Marmora Junction, Ontario.

(NOTE). The Central Ontario Railway will be required to show cause why they should not be ordered to operate the line of railway incorporated under the Ontario, Belmont and Northern Railway and subsequently changed to the Marmora Railway and Mining Company. (File 13363.)

Complaint dismissed.

2045. Application of the G. Carter Son & Co., Limited, of St. Mary's, Ontario, for an order directing the Grand Trunk Railway Company of Canada to put into effect the same rate on corn from Chicago to St. Mary's as that in force from Chicago, Buffalo and intermediate points. (File 12541.)

Application withdrawn with leave to renew the application at any future time if desired.

2046. Application of the Canadian Northern Ontario Railway Company, under Section 237, for authority to construct its lines and tracks across public road between lots 14 and 15, concession 3, at station 625, township of Scarboro, county of York.

Application dismissed with leave to the municipality to renew the application at a future time if so advised.

2047. Application of the Canadian Northern Ontario Railway Company, under Section 237, for authority to construct its lines and tracks across public road between lots 12 and 13, concession 4, township of Scarboro, county of York.

Referred to the Board's engineer to inspect and report. All parties interested to be notified of the date of the inspection.

2048. Petition of the residents of the Pas, N.W.T., for an order compelling the C.N.R., to provide a regular train service between Hudson Bay junction and the Pas. (File 12792.)

Order made authorizing the opening for traffic. The railway company to provide and furnish mixed train service, once a week each way. Speed limitation eighteen miles an hour.

2049. Application of the National Transcontinental Railway, under Sections 237 and 228, for an order to cross terminal tracks and spur tracks of the Winnipeg Transfer Railway; Thomas Black & Co., and Codville & Co., operated by the Canadian Northern Railway Company, Winnipeg, Manitoba. (Adjourned hearing.) (File 10786.)

Order made dismissing the application with leave reserved to renew the same.

2050. Complaint of the residents of Chambly, Marieville, St. Cesaire, Granby and Waterloo, Quebec, alleging unsatisfactory equipment and irregular train service furnished by the Central Vermont Railway Company and the Grand Trunk Railway Company, of Canada, in connection with traffic to and from those points. (Adjourned hearing.) (File 6395.)

Complaint dismissed.

2051. Application of the Canadian Northern Ontario Railway Company, under section 237, for authority to cross and divert the Montreal and Ottawa road in the township of Clarence, county of Russell, at mileage 29 west from Hawkesbury, Ont. (Adjourned hearing.) (File 4847. Case 1530.)

Order made authorizing the crossing and diversion.

2052. Consideration of the question as to what protection should be ordered at the skew crossing of the Canadian Pacific Railway Company, at concessions 2 and 3, opposite lot, in the township of Lobo, mileage 9·2, Windsor section. (File 13021.)

No action taken.

2053. Application of the Vancouver, Victoria & Eastern Railway and Navigation Company under Sections 227 and 237, for authority to carry industrial tracks over the tracks of the British Columbia Electric Railway Company, also over the following streets in the city of Vancouver. British Columbia, Harris and Hastings streets, between Barnard and Harris; over Barnard street; over Harris street; over lane between Harris and Keefer streets; over Bender street; over land between Bender and Hastings streets; over Raymur avenue between Hastings and Cordova streets and over Cordova street. (File 13224.)

Order made on consent for No. 'C' track on the railway company filing plans with the consent of the city endorsed thereon. The balance of the application stands until the next sitting of the Board in Vancouver.

2054. Supplements of minutes of the draft order in connection with Part I of the Toronto grade separation showing the crossings of Dufferin, Dunn, Jameson, Dowling, Sunnyside and Howard avenue and Indian road in the western end of the city and Ellis and Windermere avenues and James street in the township of York, and Queen street in the township of Etobicoke; also determining the distribution, if any, to the cost by the townships of Etibocoke and York with respect to the crossings in these municipalities, and the contribution, if any, by the city with respect to the crossings at Dunn and Dowling avenues, James street, Queen street and Indian road, and the two crossings at High Park. (File 588.6.)

Order settled.

2055. Application of the town of Maisonneuve, Quebec, for an order directing the Canadian Northern Quebec Railway to establish and maintain gates at the intersection of all streets and avenues crossed by the railway company in the limits in the town of Maisonneuve.

By agreement the railway company is to install bells at such streets as the chief engineer of the Board may recommend, (if any.) The question of the division of cost reserved.

2056. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company, of Canada, at 18th street Lachine, province of Quebec. (File 9437.121.)

Order made for the installation of a Whyte signal bell bonded 1000 feet in each direction; 20 per cent of the cost to be taken from the Grade Crossing Fund The balance to be paid by the railway company. The bell to be maintained at the expense of the railway company. The earth referred to in the engineer's report to be removed by the railway company. All work to be completed by June 1, 1910.

2057. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at Merry street, Magog, province of Quebec. (Adjourned hearing.) (File 9437.110.)

Order made providing for installation of electric bell at the expense of the railway company. The railway company to remove crossing sign poles to eastern side of road and plank the tracks for the full width of the street and make the approach to correspond. The town to fill in the northwestern approach to the bridge with earth so as to bring it up level with the railway, and to erect and maintain a substantial fence. All work to be completed on or before May 1, 1910. See order 9829, dated March 9, 1910.

2058. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company of Canada, at Lachine road, Rockfield, province of Quebec. (Adjourned hearing.) (File 9437.119.)

Order adding parties. Further consideration postponed.

2059. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at St. Luc road, Notre Dame de Grace, province of Quebec. (Adjourned hearing.) File 9437.112.)

Canadian Pacific Railway ordered to prepare plans within thirty days and submit the same to the municipality.

2060. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at St. Louis Street, Farnham, province of Quebec. (File 9437·118.)

Order made adding the Central Vermont Railway Company as parties. The application to stand until their answer filed.

2061. Consideration of the question of protection at the Grand Trunk Railway crossing at King Street, Sherbrooke, Quebec. (File 2267. Case 1436.)

Order made rescinding order 5927, dated December 4, 1909, and providing that the railway company install gates at said crossing by May 1, 1910. Twenty per cent out of Railway Grade Crossing Fund; 20 per cent by city of Sherbrooke; 20 per cent by the Street Railway Company, and 40 per cent by the Grand Trunk Railway Company. Cost of maintaining and operating gates to be borne and paid one-half by the Street Railway Company and one-half by the Grand Trunk Railway Company. Shunting across the street to be limited and the city of Sherbrooke to be at liberty to apply at any time for further relief if shunting carried on to an unreasonable extent.

2062. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company, at Main Street, Farnham, province of Quebec. (Adjourned hearing.) (File 9437·114.)

Order made adding the Central Vermont Railway Company as parties. The application to stand until after their answers filed.

2063. Application of the town of Maisonneuve, county of Hochelaga, Quebec, under the Railway Act, for an order directing the Canadian Northern Railway to raise its railway tracks between First Avenue and Bennett Avenue to the level of said avenues as given by the town engineers, town of Maisonneuve, Quebec. (File 12453.)

Order made on consent directing the railway company to raise its tracks between First and Bennington Avenues to·the grade of the railway companies at the said streets. The work to be finished by June 1, 1910, and any dispute in connection therewith to be referred to the Board's engineer for settlement.

2064. Application of the town of Maisonneuve, county of Hochelaga, Quebec, under section 30, for an order regulating the use of steam whistle, by the Canadian

Northern Quebec Railway in the limits of the said town of Maisonneuve, Quebec. (File 12451.)

Order made prohibiting unreasonable and unnecessary whistling and providing for a penalty of $50.

2065. Application of Télesphore Laferriere, of the parish of St. Cuthbert, province of Quebec, under sections 252 and 253, for order directing the Canadian Pacific Railway Company, to construct a suitable farm crossing where the railway crosses in lot 188 of the official cadastral of the parish of St. Cuthbert, county of Berthier, province of Quebec. (File 10992.)

Application refused but leave reserved for any successor in title to lot 188 to apply for a farm crossing.

2066. Complaint of Léon Lamontagne, of St. Malachie, that the Transcontinental Railway have taken 100 feet of his land, and that in order to cross the said property they made a cut at right angles instead of putting in an overhead bridge, therefore allowing snow to accumulate causing damages to his land.

Note.—That the solicitors for the complainant submit that while the Transcontinental Railway Commission have authority to take possession of the lands in question, but no disposition in the Act relating to same relieves this commission from public duties which are binding on other railways. (File 13136.)

Application dismissed, no one appearing for complainant.

2067. Application of the Saraguay Electric and Water Company, under section 246, for leave to erect, place and maintain its underground cable crossing across the tracks of the Montreal Terminal Railway Company, at Rue St. Pierre, Tetreauville, parish of Pointe aux Trembles, province of Quebec. (File 13283.)

Order made. All engineering features to be settled by the Board's engineer.

2068. Application of James Stewart Buchan, for approval under section 26, of the Exchequer Court Act, allowing petitioners to apply at Exchequer Court for an order or decree ordering the sales of assets of the Montreal Central Terminal Railway Company, the appointment of a liquidator or receiver for the affairs of the said railway respondent, and for such other remedies and orders concerning the said railway respondent as the said Exchequer Court may prescribe. (File 13001.)

Application stands pending application to the Exchequer Court. Subsequently dismissed.

2069. Complaint of Messrs. Auger & Son, of Quebec, alleging that they are unable to secure large capacity cars of not less than 35 feet long for the movement of pulpwood shipments from points on the Quebec Central Railway. (File 12667.)

Application dismissed.

2070. Complaint of Wilfrid Duquette, of Mile End, province of Quebec, that the Canadian Pacific Railway Company has failed to remove the snow from private sidings at Mile End.

Complainant alleges that he was unable to come to any agreement with the railway company on the question of refund of the cost of his two sidings. (File 9755.)

Complaint dismissed, the matter having been settled between the parties.

2071. Complaint of Walter Ryan, 162a Mansfield Street, Montreal, Quebec, that the Bell Telephone Company is charging him $35 per annum for his household phone, and that the company threaten to remove the phone if he does not pay the charges asked. (File 3574·4.)

Complaint dismissed.

2072. Complaint of T. J. O'Neill, Montreal, Quebec, against the rates and service of the Bell Telephone Company. (File 9714.)

Order made that the applicant is entitled to have the $30 tariff applied to his service from February 1, 1910.

2073. Complaint of the Dominion Park Company, Limited, alleging excessive rates charged by the Bell Telephone Company, of Canada, Limited, for the use of telephones at Dominion Park in the city of Montreal. (File 10501.)

Judgment reserved.

2074. Application of Elder, Dempster & Company, under section 323, for order directing the Canadian Pacific Railway Company and the Grand Trunk Railway system to apply the established export basis, covering general merchandise and commodities shipped from points in eastern Canada to Montreal, Quebec, St. John, New Brunswick, and Halifax, Nova Soctia, for export to Vancouver, Victoria and other British Columbia points, said traffic to be forwarded from Montreal, St. John and Halifax to Vancouver, &c., by the Elder, Dempster Company's steamships to Puerto, Mexico, thence by the Tehauntepec National Railway to Salina Cruz, Mexico, and thence by the Canadian Mexican Steamship line to destination. (File 13188.)

Order made dismissing the application without prejudices to the rights of any person interested to any relief the Board may deem proper on a different set of facts being presented to it.

2075. Application of the Montreal Terminal Railway Company under the Railway Act, for leave to appeal to the Supreme Court of Canada from the order of the Board, No. 9237, dated January 4, 1910, in connection with the application of the Montreal Light, Heat and Power Company, under section 246, for authority to erect, place and maintain its wires under the tracks of the Montreal Terminal Railway Company at the intersection of Laurier Avenue, Tetreauville, Quebec. (Application No. 12474.)

Application dismissed. The Montreal Terminal Railway Company have appealed to the Supreme Court on the question of the Board's jurisdiction to make an original order herein. For reasons for refusal of leave to appeal, see Appendix.

2076. Application of the Dominion Light, Heat and Power Company, under section 246, for leave to erect, place and maintain its light and power lines underneath the tracks of the Montreal Terminal Railway Company at the intersection of Aird avenue, Maisonneuve, province of Quebec. (Application No. 13150.)

Order made granting the application.

2077. Application of the Canadian Manufacturers' Association, under section 284, for an order directing all railway companies to reimburse shippers for any and all expenses to which they are subjected by reason of having to equip flat or other cars with stakes and fastenings so as to comply with the regulations provided for in order No. 7599 of the Board, dated July 24, 1909. (File 8799.1.)

Judgment reserved.

2078. Consideration of the question of protection of the level crossing of the Grand Trunk Railway Company of Canada at Main street, Ottawa East, Ontario. (File 9437.161.)

Order made providing for gates to be installed by the Grand Trunk Railway Company not later than June 1, 1910, and to be operated by a day and night watchman. The cost of installing to be borne and paid, 60 per cent by the railway company, 20 per cent by the city of Ottawa and 20 per cent out of the Grade Crossing Fund. The wages of the watchman to be paid, 80 per cent by the railway company and 20 per cent by the city of Ottawa.

2079. Consideration of the question of protection of the level crossing of the Grand Trunk Railway Company of Canada at Echo Drive, Ottawa, East, Ontario. (File 9437.160.)

Order made that the bridge tender at present employed by the railway company shall act as flag man at the said crossing. Order made. See above.

2080. Application of the National Transcontinental Railway, under sections 227 and 228, for an order to cross terminal tracks and spur tracks of the Winnipeg Transfer Railway; Thomas Black and Company, and Codville and Company, operated by the Canadian Northern Railway Company, Winnipeg, Manitoba. (Adjourned hearing.) (File 10786.)

Application dismissed. Leave to renew again granted.

2081. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company of Canada at Main street in the village of Carp, Ontario. (File 9437.163.)

Order made that company install an electric bell by June 1, 1910. The cost of installation to be paid as follows: 20 per cent out of the Railway Grade Crossing Fund; the balance by the railway company. See order 9805, dated March 1.

2082. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company of Canada at Hugh street, in the town of Arnprior, Ontario. (File 9437.162.)

No order issued. The Board came to the conclusion that no protection was required at present at this crossing.

2083. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company of Canada at William street, Brockville, Ontario. (Adjourned hearing.) (File 9437.123.)

Judgment reserved.

2084. Application of the township of Ferris, under section 237, for an order directing the Canadian Pacific Railway Company to provide and construct a railway crossing where the company's railway intersects a proposed deviation of the original road allowance between concessions 10 and 11 upon lot 8, in the 11th concession of the said township. (File 12753.)

Application withdrawn.

2085. Complaint of Dr. J. S. Nelson, Westboro, Ontario, alleging excessive charges by the Bell Telephone Company. (File 13219.)

Judgment reserved.

2086. Application of the Canadian Pacific Railway Company, under section 237, for leave to construct their railway across certain highways in the township of Medonte, in the county of Simcoe, Ontario. (Adjourned hearing.) (Application No. 1793. Case No. 3226.)

Order made providing for the protection of various crossings with the exception of crossings between concessions 6 and 7, 2 and 3, in the said township of Medonte, which are to stand for further consideration by the Board. See order 9778, dated March 1, 1910.

2087. Application of the Advisory Committee of the Canadian Freight Association for approval of the proposed amended ratings of electrical goods, &c., included in the proposed Supplement No. 3 to Canadian Classification No. 14, the said proposed ratings of electrical goods, &c., having been adjourned from the sittings of January 18 ultimo. (File 9428.4.)

Judgment reserved.

2088. Application of P. C. Larkin and Company, of Toronto, for a lower rating in the Canadian Classification for 'packet' tea, boxed, than for 'bulk' tea, boxed. (File 13389.)

Application dismissed.

2089. Application of the Canadian Pacific and Grand Trunk Railway Companies, under section 29, for an order to amend order of the Board No. 6147, dated January 21, 1909, relating to the additional charge for holding western grain and grain products at Cartier and Sarnia tunnel, Ontario, 'For orders.' (File 8641.)

Order made rescinding former order and providing for a charge of $1 per car.

2090. Complaint of the Plymouth Cordage Company, of Plymouth, Mass., and Welland, Ontario, that the freight rates of the railway companies on their shipments from Welland, Ontario, to Canadian points are unjustly discriminatory with respect to the rates on the same goods from Buffalo, N.Y., Auburn, N.Y., North Plymouth, Mass., Detroit, Michigan, and Chicago, Ill. (Application for hearing.) (File 9278. Case 4458.)

Judgment reserved.

2091. Application of the Western Associated Press, Winnipeg, for an order under section 323, and other sections of the Railway Act, directing the Canadian Pacific Railway Company's Telegraph and the Great Northwestern Telegraph Company of Canada to charge press rates for press matter, whether delivered to a newspaper or to the Western Associated Press, and further directing the Canadian Pacific Railway Company's Telegraph to carry telegraphic news services supplied by other news gathering agencies at the same rate charged by the said telegraph company.

NOTE.—The eastern publishers are required to show cause why the principle of the Board's judgment should not apply to eastern as well as to western points.

2092. Consideration of the question of protection at the crossing where the Grand Trunk Railway crosses, at grade, the public highways just east of the station at the village of Beachville, Ontario. (File 9437.147.)

Order made adding the county of Oxford as a party to the application. Hearing adjourned.

2093. Application of the municipal council of the town of Tilsonburg, under sections 59 and 237, and for an order directing the Michigan Central Railroad Company to protect with gates, watchman or otherwise the crossing at Tilson avenue. (File 9437.143.)

Order made providing for installation of gates within 60 days from date of order; 20 per cent of cost to be paid out of the Grade Crossing Fund and the remainder by the railway company. Expenses of operation to be paid, 10 per cent by the applicants, the remainder by the railway company. The gates to be operated between the hours of 7 a.m. and 7 p.m. See order No. 10055, dated March 22, 1910.

2094. Consideration of the question of protection of the crossing of the Grand Trunk Railway two and a half miles west of Acton West, Ontario. (File 9437·193.)

Judgment reserved.

2095. Consideration of the question of protection at Pierey Crossing, of the Grand Trunk Railway, three and a half miles north of Fergus, Ontario. (File 9437·183.)

Judgment reserved. Engineer to inspect location within one month and report.

2096. Application of the corporation of the county of Halton, Ontario, under sections 237 and 238, for an order directing the Grand Trunk Railway Company of Canada to provide and construct a suitable subway where the said railway crosses the allowance for road known as 'The Seventh Line' between the seventh and eighth concessions in the township of Esquesing, at or near lot 20 in said eighth concession. (Adjourned hearing.) (File 12425.)

Order made directing company to put approaches on both sides in condition by May 22, 1910.

2097. Consideration of the question of protection of the crossings of the Grand Trunk Railway Company at Port Credit, Ontario. (File 9437·178.)

Order made adding county of Peel and township of Toronto as parties. Hearing adjourned until their replies are filed.

2098. Application of Walter Harland Smith, under section 29, for an order to amend order of the Board No. 7706, *re* Grand Trunk Railway Company's Branch Line crossing the seventh line in the town of Oakville, Ontario. (File 11154.)

Order made rescinding order 7706. For reasons, see Appendix 'C.'

2099. Application of Walter Harland Smith, of the township of Trafalgar, under section 29, for an order to rescind order No. 8055 of the Board, *re* Grand Trunk Railway Company's spur west of the seventh line in the town of Oakville, Ontario. (File 11637.)

Order made rescinding order 8055. For reasons, see Appendix 'C.'

2100. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at Dundas Street, Lambton, Ontario. (File 9437·105.)

Order made relieving the railway company from further protection at the said crossing.

2101. Complaint of T. Luckman, 93 Garth Street, Hamilton, regarding an alleged smoke nuisance in connection with the round house of the Toronto, Hamilton and Buffalo Railway at Garth Street, in the city of Hamilton. (File 6595. Case 3023.)
Complaint withdrawn.

2102. Application of the Grand Trunk Railway Company, under section 167, for approval of proposed deviation, change or alteration of a portion of the 14th District, Northern Division, of its railway, as already constructed, between a point on the northeast quarter of lot 21, in the 12th concession of the township of Vespra, in the county of Simcoe, province of Ontario, and a point on lot No. 5, east of Bradford Street, in the town of Barrie, in the said county of Simcoe, immediately north of its Allandale section. (File 13861.)
Referred to Board's Engineer to report.

2103. Application of the Grand Trunk Railway Company, under the Railway Act, for an order approving of the location of its semaphore wire, fences and works on the northern division of its railway between Old Yonge Street and Yonge Street near Holland Landing, in the county of York, and province of Ontario. (File 14031.)
Application refused. Board having no jurisdiction to decide ownership of land in question. Leave to renew upon notice granted.

2104. Application of the Niagara, St. Catharines and Toronto Railway Company, under section 227, for authority to cross with the lines and tracks of its Port Colborne extension, the lines and tracks of the Toronto, Hamilton and Buffalo Railway Company and of the Michigan Central Railroad Company, in the town of Welland, Ontario. (File 12391.)
Order made granting the application.

2105. Complaints of Messrs. McFarlane & Field, of Hamilton, Ontario, that the Grand Trunk and Canadian Pacific Railway Companies accepted prepayment on a carload of evaporated apples from Dundas, Ontario, to Winnipeg, Manitoba, via North Bay, Ontario, at a commodity rate for apples, but collected fifth-class, the contention being that the amount prepaid was justified by the commodity tariff itself. (File 13923.)
Stands to enable necessary correction to be made in the tariffs.

2106. Application of the Canadian Pacific Railway Company for a change of location of the interchange track between the Grand Trunk and Canadian Pacific Railway Companies at Galt, Ontario. (File 1380. Case 1731.)
Application stands to enable the Canadian Pacific Railway and Grand Trunk Railway Companies to submit by April 14, 1910, plans for new connection. Each party to submit an engineer's estimate of the cost connected with such work.

2107. Application of the town of Galt, Ontario, under sections 237, 238 and 242, for an order directing the Canadian Pacific and Grand Trunk Railway Companies to provide and construct a suitable new bridge across Mill creek on Kerr Street, and between the tracks of the said railway companies in the town of Galt, where such tracks cross said Kerr Street, and to maintain such bridges. (File 14052.)
Partially heard. Stands to enable the railway companies to answer the complaint.

2108. Complaint of Percy S. Seager, of Bickford, Ontario, that the Père Marquette Railroad Company has blocked his under-farm crossing, opposite north half of lot 6, township of Moore, county of Lambton, Ontario. (Adjourned hearing.) (File 11161.)
Complaint dismissed.

2109. Consideration of the question of protection of crossings of the Grand Trunk Railway in the town of Strathroy, Ontario. (File 13157.) Judgment reserved.

2110. Complaint of the West Williams Rural Telephone Company that the Bell Telephone Company of Canada refuses to connect the complainant's telephone system with the system of the Bell Telephone Company at Parkhill, Ontario. (File 3574·3.)

Order made rescinding order 9782.

2111. Application of the Empire Refining Company, Limited, of Wallaceburg, Ontario, under section 284, for an order directing the Père Marquette Railroad Company, and the Chatham, Wallaceburg, and Lake Erie Railway Company to provide adequate and suitable tank car equipment to enable the complainants to properly transport their finished products from their works to local points in Canada. (File 14025.)

Judgment of the Board directing that the Père Marquette Railroad Company be required and directed to supply the Empire Refining Company, Limited, at its plant at Wallaceburg, with all the tank car equipment required by the said Refining Company in the operation of its refinery from time to time as the same may be required and ordered by the said Refining Company for shipment to points in Canada.

Note.—Before order was issued, the railway company made application for a rehearing, which application was granted and the matter is now standing for further disposition.

Order granted. See Appendix 'C' for judgment.

2112. Petition of the residents of and adjoining the village of Ruthven, Ontario, county of Essex, for an order directing the Windsor, Essex and Lake Shore Rapid Railway Company to provide suitable accommodation at Ruthven for passengers, freight and express matter transported by that railway. (File 12090.)

Judgment reserved until May 1, 1910, to enable the railway company to attend to the matters complained of.

2113. Complaint of the village of Thamesville, Ontario, regarding condition of crossings of the Grand Trunk Railway in that village. (File 9437. ·Case 4796.)

Order made for signal bell to be installed by July 4, 1910, at expense of railway company. Railway company at its own expense to divert the London Road.

2114. Crossing by the Michigan Central Railroad of the highway just west of Comber Station, county of Essex, Ontario. (File 9437·133.)

Note.—Board will take up the question of the cost of operating and maintaining the gates called for by order No. 9755, dated February 26, 1910.

Order made that crossing be protected by gates to be installed by railway company by May 1, 1910, and be operated between the hours of 7 a.m. and 7 p.m. daily. The cost of installation to be borne and paid, 20 per cent out of the Railway Grade Crossing Fund, the remainder by the railway company. The cost of operating and maintenance to be borne and paid 10 per cent by the township, the remainder by the railway company.

2115. Application under section 283 directing the Grand Trunk Railway Company to provide and construct a suitable farm crossing where this railway intersects farm lot 102, in the 1st concession of the township of Sandwich East, in the county of Essex, Ontario. (File 13227.)

Application dismissed with right reserved to renew it should it turn out that the applicant has no legal crossing joint with Mr. Labadie.

2116. Application of the Canada Southern Railway Company for approval of location of proposed station at Tecumseh road, shown on plan. (File No. 1961.1. File 11039.)

Stands for such observations as the city of Windsor and the railway company desire to make on proposals contained in the judgment of the Chief Commissioner herein.

2117. Application of the Walkerville Grain Company, of Walkerville, Ontario, for ruling of the Board in regard to weighing of grain into cars and leakage in transit. (File 12272.)

Judgment reserved.

APPENDIX C.

Retail Coal Dealers' Association—Application re Weighing Coal.

The applicant association applied to the Board for an order directing that all railway companies weigh all coal carried by them received from foreign countries at the port of entry, and for other matters.

The facts are as stated in the judgment of the Assistant Chief Commissioner.

Judgment Assistant Chief Commissioner Scott, April 5, 1909.

The applicant asks for an order directing:—

1. That all railways receiving coal direct from a shipper in Canada consigned to a point in Canada shall issue a bill of lading: (a) the number of the car; (b) the date of loading; (c) the weight of the car on the day of loading; and (d) the weight of coal; with a signed statement by the party weighing and loading the car that the car was weighed on the day named and that the weights are correct and as stated.
2. That all railways receiving coal from other railways shall require the delivering railway to deliver a bill of lading showing: (a) the number of the car; (b) the date of loading; (c) the weight of the car on the day of loading; and (d) the weight of coal; with a signed statement by the party weighing and loading the car that the car was weighed on the day named and that the weights are correct and as stated.
3. That all railway companies of Canada cause all coal carried by them received from foreign countries to be weighed at the port of entry by an independent weigher.
4. That all railways weighing cars at the port of entry shall weigh them individually uncoupled.
5. That all railways shall again weigh the car on the company's scales nearest the point on the route of destination.
6. That all railways shall weigh all cars so soon as unloaded, advising the consignee of the net weight of the said car.
7. That all railways shall collect freight only on the tonnage reaching the point of destination.
8. That all railways shall settle each month for all shortages in coal which shall take place between the port of entry and the point of destination, and for all overcharges in freight.
9. That a statement rendered by the consignee at the end of each month shall, if correct, be settled by payment before the end of the succeeding month.
10. That all railways put in such weigh scales as may be shown to be necessary for the proper conduct of their business.

Although the application covers a large number of points, the questions really at issue between the parties relate only to the weighing of coal by the Canadian railway companies; how often, and where the weighing should take place, and at whose expense. It has been clearly established that great discrepancy often exists between the weight given in the way bill of a car of imported coal and the actual weight of the coal delivered to the consignee.

Counsel for the applicant admitted that there was no complaint in the case of coal shipped from one point in Ontario to another point in Ontario. We need not, therefore, consider paragraph one of the application.

An order on the lines of the second paragraph would be unworkable, as the Canadian railways would have no means of enforcing it, except refusing to carry the coal, in which case the cure might be worse than the ill.

Paragraph three, then is the first one to require serious consideration. The custom in the past has been for the Canadian railway and the consignee to accept the way bill of the American railroad as giving the correct weight, and no weighing of coal by the railway has been done in Canada. Even the Dominion government who receives something like $4,000,000 per year in duty on coal accept the way bill of the American railway as the correct weight of the coal when computing the duty to be paid. But as I have said, there are many cases where the quantity of coal delivered to the consignee is materially less than that stated in the way bill. Just how the shortage occurs, and who is responsible for it, we are not called upon, and in any event are not in a position to state.

Is it fair and reasonable under these circumstances that the Canadian railway hauling the coal should be called upon to weigh it while in its possession to ascertain the true quantity for which freight may be charged? I think it is. The railway tariff is based on weight. The general custom of railways is to weigh merchandise received for transportation, to ascertain the amount of freight to be charged for carrying it. Why should not the weight of the commodity in question be accurately ascertained, so that the consignee will be asked to pay freight only on the quantity he receives?

The railway companies say, we usually accept the weight stated in the way bill of the connecting company. That is all very well as a general rule, but in this case it has been proven that the weight in such weight bills of lading is incorrect and cannot be relied upon when the coal is weighed after delivery. As the railway company, in fairness, should weigh the coal before or at the time of delivery, I think it should do it without cost to the dealer. My reason for coming to the conclusion that the railway should weigh the coal at its own expense is, that the true quantity upon which freight may be charged ought to be accurately ascertained. For this purpose, the weighing should properly take place at the point of delivery, or as near to it as possible; but it would be much more convenient to both the railway companies and the coal dealers to have the weighing at the points of entry into Canada where there are scales, and where, I understand the Customs Department will have inspectors. The weights will then be checked by an independent party. In this way, coal dealers and the Canadian railways will have positive information as to the true quantity of coal in each car at the time it was received from the American railroads. I, therefore, think that the Canadian railways should be required to weigh the coal free at the gateway for all such consignees as may demand the same. If the coal dealers wish the coal also weighed at the point of delivery, or the nearest point convenient thereto en route, they should be entitled to have it done; but it should be at their own expense.

We have not been supplied with much evidence on which to determine what would be a fair remuneration to the railway company for the service of switching and weighing at the point of destination. But, subject to a revision at a later date if found necessary, I would suggest that the railway company be given five (5) cents a ton for such service, with a minimum of one dollar ($1) and a maximum of two dollars ($2) per car; this charge to be made whether all cars are weighed or not.

The applicant asks that, in weighing, the cars should be uncoupled. The railway company say that, with the present style of coupler, the connection of the car to be weighed with the rest of train has no effect on the scales. We have not had sufficient evidence on this point to enable me to come to a definite conclusion, but, I think that as uncoupling would cause considerable inconvenience and delay, we should not for the present at any rate, require the uncoupling of cars for weighing.

The applicant also asks that all empty cars should be weighed as soon as unloaded. Empty coal cars are weighed periodically by the company that owns them and the tare or weight is marked on each car. If the dealer has reason to believe the weight of the car, as marked on it, is incorrect, then he should have the right to have it weighed; but unless it is more than five hundred pounds heavier than the tare indicates, he should pay the railway company for switching and weighing it. All allowance to the railway company for such service in such cases, of two dollars ($2) per car to be made.

The seventh clause of the application: 'That all railways shall collect freight only on the tonnage reaching the point of destination,' should of course be granted.

The eighth and ninth clause respect matters of accounts between the railway companies and the dealers which, if they cannot be settled between the parties, can be determined by the courts of law of the province.

The tenth clause asks that proper facilities be provided by the railway companies for weighing coal. This is required under the Railway Act. If, in any individual case it is established to the satisfaction of the Board that reasonable and proper facilities are not provided by any railway company, the Board would, of course, order the company to supply them.

The complaints which we have had before us are all from dealers or consumers in the province of Ontario. It may be assumed, therefore, that conditions in the other provinces with regard to the questions under consideration are satisfactory to those interested in the coal trade. I, therefore, suggest that the order as settled be confined to the province of Ontario.

Since preparing my judgment in this matter, dated April 5, we have had the advantage of hearing further argument from the parties interested, and I have now prepared the attached draft order which substantially expresses my views.

As the weighing of coal will be somewhat of an experiment, I think the parties should be free to come back to us for a modification or recision of the order within a reasonable time. I have, therefore, put in a clause giving them the right to apply to the Board after the expiration of a year, should they so desire.

Order No. 8982.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Monday, the 22nd day of November, A.D. 1909.

Hon. J. P. Mabee, *Chief Commissioner.*
D'Arcy Scott, *Assistant Chief Commissioner.*
James Mills, *Commissioner.*

In the matter of the application of the Retail Coal Dealers' Association for an order that all railway companies weigh all coal carried by them received from foreign countries at the port of entry, and for other matters.

File 6026-3625.

Upon the hearing of evidence and counsel for the applicant and the railway companies—

It is ordered as follows:—

1. In the event of the consignee of any car or cars of bituminous coal shipped from the United States for final delivery at a point in Ontario, desiring to have such car or cars weighed at the port of entry, he shall be at liberty to give a written notice to the local agent of the railway company receiving such car or cars at such port of entry for delivery or furtherance, that he wishes to have any or all the cars weighed, such notice to be given before the coal is received by such railway companies; and upon the receipt of such notice, it shall be the duty of the company to weigh, free of charge, at such port of entry, all cars covered by the notice.

2. Any consignee may give a general or continuing written notice that he wishes to have all such cars consigned to him weighed as above provided.

3. For the purposes of such weighing at the port of entry, the cars to be weighed may remain coupled one to another in a train.

4. The weighing of coal at the port of entry, under the provisions of this order, shall be under supervision and control of a Government weigh-master, to be appointed or named by the Minister of Customs, whose duty it shall be to prepare in triplicate a certificate of the weight of the coal in each car weighed.

5. The government weigh-master shall deliver one of the originals of such certificate to the railway company, if desired; attach another to the weigh-bill, or send it by mail to the consignee; and preserve the third in his possession for further reference if required.

6. In case of dispute between the railway company and the consignee as to the weight of coal in cars weighed as hereinbefore provided, the certificate of the weight of such coal by the government weigh-master shall be binding upon the railway company.

It shall be the duty of the local agent of the railway company at such port of entry to notify the government weigh-master of the probable hour of arrival from day to day of all cars of coal required to be weighed, in sufficient time to enable the said weigh-master to supervise and control the weighing of such coal without unduly delaying the said cars in transit.

8. If the railway company has established weigh scales at the point of destination of such coal, the company shall there weigh such car or cars as may be specified in a written notice delivered by the consignee to the agent of the railway company at such point of destination, within twenty-four hours after the arrival of the coal.

9. If the railway company has not established weigh scales at the point of destination of such coal, the company shall, at the weigh scale point nearest to such point of destination in the direct route, weigh such car or cars as may be specified in a written notice delivered by the consignee to the agent of the railway company at such point of destination, a reasonable time before such car or cars shall have reached the said weigh scale point.

10. For the services required to be performed by the railway company under clauses 8 and 9 hereof, the railway company may charge and collect from the consignee five cents for every ton of coal in the car, with a minimum of one dollar and a maximum of two dollars per carload; but no charge shall be made and no amount collected for such service, if the weight of the coal be more than 500 pounds less than the weight of the coal at the port of entry, or if the coal not having been weighed at the port of entry, the weight be more than 500 pounds less than the weight shown by the weigh-bill to be in the car at the time of shipment, plus the weight of the car itself as shown by the tare.

11. On notice in writing that he wishes to have the empty car weighed being given by the consignee of any such coal to the agent at the point of destination of the railway company hauling the same to such point (if a weigh scale point) within five hours from the unloading of any car containing such coal the company shall weigh the car at such point, and for such service may charge and collect from the consignee one dollar per car; but no such charge shall be made and no amount be collected for such service if the actual weight of the car exceeds the tare marked on it by more than 500 pounds.

12. This order shall apply only to ports of entry and points of delivery in the province of Ontario.

13. Any person or company affected by this order may, after one year from the date hereof, apply to the Board to vary or rescind it.

And it is further ordered that the order of the Board No. 7261, dated May 31, 1909, be, and it is hereby rescinded.

(Signed.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

McDiarmid & Gall v. Grand Trunk and Canadian Pacific Railway Companies.

The applicants applied to the Board to extend the free time for unloading charcoal from two to three days.

The facts of the case are fully set out in the judgment of the Chief Commissioner.

Judgment. Chief Commissioner Mabee, April 15, 1909.

The car service rules provide for two days (48 hours) for the unloading of charcoal, and the applicants ask that this free time be extended to three days (72 hours). They receive shipments at Mile End and at Ogilvie's siding, the latter in the west end of Montreal; and from statements filed covering a certain period ending October 31, last, they had received at Mile End 120 cars, upon 83 of which they had been compelled to pay demurrage; and at the west end siding 82 cars, upon 53 of which they had paid demurrage; so it would seem that for some reason demurrage is paid upon a large percentage of cars.

It was contended for the railway companies that the cause of the delay was that the applicants bagged the charcoal in the cars and delivered it direct to their customers, thus making use of the car as a store house while delivery was being made to the customers. This custom does not obtain at the Mile End delivery point; the applicants have a warehouse there, and they say they have never made any delivery to customers from the cars at that point, yet about 60 per cent of the cars unloaded there carry demurrage charges.

These rules covering free time were only adopted after full and careful consideration, and I do not think they should be broken in upon unless a case for so doing is clearly established.

It was contended by the applicants that the same free time should be given for charcoal as for coal or coke, but I think the difference in the commodities, the mode of hauling, weight, &c., justifies the difference in time.

The burden of showing the two-day limit to be unreasonable is upon the applicants; there are a number of other dealers in charcoal in Montreal and elsewhere and no complaints have been made by them of the present free time limit. The companies showed the length of time required by at least one other dealer in Montreal to unload, from which it would appear that the present limit was sufficient.

One of the reasons given by Mr. McDiarmid for desiring longer time was, 'if there is a wet day or part of a wet day,' it caused demurrage liability. This is covered by rule 6 which calls for additional time allowance if the weather is wet or inclement, or other local conditions render unloading impracticable during business hours.

It is not entirely clear that some additional time might not have been given upon this commodity when these rules were being formed; but as the onus of establishing the unreasonableness of the two-day limit is upon the applicants, and there has been no general complaint, I think the application fails. Concurred in by the Assistant and Deputy Chief Commissioners.

The Attorney General of the Province of British Columbia v. The Canadian Pacific Railway Company.

This was an application made by His Majesty's Attorney General of the province of British Columbia for an order placing the province of British Columbia upon the same favourable condition in respect to tolls for freight and passenger traffic over the Canadian Pacific Railway through British Columbia, as are other portions of the Dominion of Canada over the main line of that railway; that the existing freight and passenger tolls over the railway be reduced; and that the railway company be restrained from charging other or higher rates within the province of British Columbia than it charges in other parts of Canada.

The formal complaint and answer were filed with the Board after the case was argued. The hearing took place at Victoria on March 1, 1909. The following is a resolution of the Legislative Assembly of the province of British Columbia a copy of which had been forwarded to the Board by the clerk of the Executive Council:

> Whereas by Section 11 of the Terms of Union, the Government of the Dominion undertook to secure the construction of a line of railway to connect the seaboard of British Columbia with the railway system of Canada;
>
> And whereas large areas of public lands belonging to the province of British Columbia have been conveyed to the Dominion Government in furtherance of the said railway;
>
> And Whereas the benefits to be derived from the construction of the said railway was one of the inducements which led to the union of British Columbia with the other provinces of Canada, as well as for the conveyance to the Dominion Government of the public land of the province as aforesaid;
>
> And whereas the railway above referred to is national in its character, and as such has received a very large measure of assistance of public moneys and lands;
>
> And whereas it was not contemplated at the time of the union of British Columbia with the other provinces of Canada that there should be any discrimination in freight and passenger rates between one locality and other localities, or between one province and any other province;
>
> And whereas numerous complaints have from time to time been made by various boards of trade in British Columbia to the effect that existing freight rates discriminate against cities in British Columbia;
>
> And whereas the Board of Railway Commissioners have ordered a reduction in passenger rates to three cents per mile upon all railways between Calgary and the Atlantic;
>
> And whereas the passenger rates charged upon railways in British Columbia are in excess of three cents per mile;
>
> And whereas such excess is a discrimination detrimental to the best interests of British Columbia, as it tends to prevent development and the influx of population:
>
> Therefore, be it resolved that an humble address be presented to His Honour the Lieutenant Governor, praying that he will cause a full representation of the facts to be made to the government of the Dominion and to the Board of Railway Commissioners, to the end that British Columbia may be placed in as favourable condition in respect to freight and passenger rates as are other portions of the Dominion.

In addition to the matters covered by the resolution, the formal complaint alleges (paragraph 10) that the Canadian Pacific Railway Company, by their contract with the Dominion government, agreed to construct the railway through British Columbia according to the standard of the Union Pacific Railway when it was first constructed (the grade of which latter railway did not exceed 2 per cent), and also agreed forever to efficiently maintain and operate the railway, and that it was in consideration of the due performance of this contract that the lands were granted and the subsidies given (paragraph 11); that the railway was not constructed according to the said standard, and the grades through the mountains far exceed 2 per cent (paragraph 12); that the passenger rate in British Columbia is 4 cents per mile (paragraph 13); that the tolls charged unjustly discriminate against British Columbia (paragraph 14); and that the spirit of the Canadian Pacific Railway Company's Act is not being carried out.

At the hearing, no evidence was given by the applicant, but the history of the construction of the Canadian Pacific Railway, the various statutes and contracts bearing upon the same, the governmental aid in land and money, and other matters, were fully discussed, and counsel for the applicant put his claim for relief upon the ground that these statutes and agreements bound the company to charge no higher tolls in one section of territory than in another, through which the line that was the subject of the contract ran; in other words, that the company's tolls could not vary as the circumstances and conditions changed.

Judgment. Chief Commissioner Mabee, April 15, 1909:—

I have gone over the argument since the notes of hearing were transcribed, and have read all the enactments cited, and I am clearly of opinion that the contention of the applicant, in the broad way advanced, is not well founded. It matters not, for the purposes of considering this case, what the land and money grants to the company were; the extent or character of the government aid does not affect the contract that was arrived at, nor am I able to see how the position is in any way affected by the fact that the government of British Columbia conveyed large areas of provincial lands to the government of the Dominion of Canada. The questions are: what was the contract between the government of Canada and the railway company? And what was the general railway law at the time?

The agreement relating to the construction of the railway will be found as a schedule to 44 Vic., chapter 1, and only a few of its provisions bear upon this matter. Paragraph 22 provides that the Railway Act of 1879, so far as applicable and not inconsistent with the company's Act of incorporation (schedule 'A' to the contract), should apply to the Canadian Pacific Railway Company. The 17th section of the Railway Act of 1879 dealt with the tolls chargeable, and the 11th subsection empowered the Parliament of Canada to reduce from time to time the tolls upon any railway, but not without the consent of the company or so as to produce less than 15 per cent per annum on the capital actually expended in its construction; nor unless on an examination by the Minister of Public Works of the amount received and expended by the company, the net income from all sources, for the year then last past, is found to have exceeded 15 per cent upon the capital actually expended.

Section 20 of the company's Act of incorporation provides that the limit to the reduction of tolls by Parliament, as provided in section 17 above referred to, shall be extended so that such reduction may be to such an extent that such tolls, when reduced, shall not produce less than 10 per cent profit on the capital actually expended in the construction of the railway, instead of 15 per cent profit. So far as appears, the above sections are the only ones in either the general Act or the special Act bearing upon the question of tolls; so both upon the company's contract with the government of Canada and its special Act, it was under the general Railway Act of 1879 upon the question of tolls, except as above indicated.

The present law bearing upon this part of the complaint will be found in section 315 of the Railway Act, which provides that all tolls shall always, *under substantially similar circumstances and conditions*, in respect to all traffic of the same description, and carried in or upon the like kind of cars, passing over the same portion of the line of railway, be charged equally to all persons, and at the same rate; and no toll shall be charged which unjustly discriminates between different localities.

It has been recognized by the Board since its establishment that the equality of tolls was required only where the circumstances and conditions were substantially similar.

The Railway Act of 1879 contained the following provision (section 17, subsection 6):—

> All or any of the tolls may, by any by-law, be reduced and again raised as often as deemed necessary for the interests of the undertaking; *but the same tolls shall be payable at the same time and under the same circumstances upon all goods and by all persons,* so that no undue advantage, privilege, or monopoly may be afforded to any person or class of persons by any by-laws relating to tolls.

Nothing appears in the contract requiring the company to establish and maintain, over the whole main line of the railway when completed, the same or similar tolls, under different circumstances; and so far as I can see the company was bound, under the above clause, to charge the same or similar tolls, at the same time and under the same circumstances only.

No clause appears in the Act of 1879 in express terms prohibiting unjust discrimination between different localities. I presume, however, a strict reading of the above subsection would work the same result, so long as the circumstances were the same. It seems to me the company was at liberty, when the road was put into operation, to make distinctions in its tolls in different localities, where different circumstances existed that would justify such difference of treatment. The Railway Act as it now stands gives it and all other companies that privilege. This view of the law is adopted in *the case of the British Columbia Coast Cities vs. the Canadian Pacific Railway Company,* 7 C.R.C. 125, where the rates in British Columbia were attacked upon the ground of discrimination. The late Chief Commissioner in that case said:—

> It appears to me that no inference can be drawn from a mere comparison of distances upon different portions of railways, and that it does not constitute discrimination—much less unjust discrimination—for a railway company to charge higher rates for shorter distances over a line having small business, or expensive in construction, maintenance or operation, than over a line having larger business or comparatively inexpensive in construction, maintenance or operation. In my opinion, a party raising such a complaint upon a mere comparison of distances, should show the nature of the particular lines referred to, and that there is a material disproportion of rates as against the shorter line, after due allowance is made for the circumstances just mentioned.

With this I fully agree, and applying this doctrine to this case, the complainants would be required to establish that the rates in the province of British Columbia, having regard to the nature of the lines there, the volume of business, cost of construction, maintenance, and operation, and other material matters, were out of joint with the rates over the company's lines in the provinces to the east. No evidence upon these heads was offered, and the whole case was put as one of contract. I am unable to find any such contract, express or implied, and so far as this branch of the contention is concerned, I think it fails.

The argument, as put at the hearing, summarized, was the following:—

> That being a railway of national concern, having received large subsidies from the Dominion government, the Dominion government having received large subsidies from the province, it was the spirit and intention of all the parties when that Act was passed, and when the railway was authorized to be built, that no higher rates should be charged through British Columbia than over any other part of the main line of the Canadian Pacific Railway.

To ascertain the spirit and intention of the parties one can only look at the contract and the Acts bearing upon the matter; and, as stated, I am not able from these to find that the company prevented itself from increasing its tolls in localities where the circumstances justified it, and as permitted by the Railway Act of 1879.

It is alleged that it was not contemplated, at the time British Columbia came into confederation, that there should be any discrimination in freight and passenger rates between one province and another. The answer to this is that if there is undue or unjust discrimination, it is illegal, and if proved will be dealt with as a violation of the law; but this cannot be inferred; it is a matter of evidence having regard to different conditions and other matters above dealt with.

It was argued for the applicants that the company had violated its contract with the Government of Canada, dated October 21, 1880, in that the road was not constructed up to the standard called for; that to save mileage it was located where heavy grades were necessary and expense of maintenance increased; and that the company should not be permitted to advance these as grounds for difference in rates, if this position was caused by reason of their not fulfilling their contract.

It was objected for the company that the applicants could not be heard to complain of any alleged breach, as the contract had not been made with the government of British Columbia. Apart from whether such a contention is open to the applicants, as to which there is the gravest doubt, and apart also from any evidence that the contract was not fulfilled, and of which there was none, it appears that, by an agreement dated in November, 1886, and approved by order in council of November 2, 1886, made between the Department of Railways and Canals and the Canadian Pacific Railway Company, it is expressly stated that the road had been constructed and equipped of a quality and character equivalent upon the whole to the approximate standard agreed upon, namely, the Union Pacific Railway, as accepted by the government of the United States, the railway being in many respects of superior quality and character to the approximate standard, and only in some degree inferior in respect of the gradients of a portion of the line in British Columbia, nine miles in length, passing Mount Stephen. The company convenanted in this document that it would, upon being so required by the government, make such alteration and improvement in the nine miles as should be prescribed by the government, not being in excess of the requirements of the government engineer, as shown by the plans and specifications prepared by the company, and $1,000,000, land grant bonds, were deposited with the government to be held as security for the performance of this covenant, and to be used in such performance, if the company makes default therein.

It appears perfectly clear that, in view of all this, the only party that could make any complaint would be the government of Canada, and in any event I am unable to understand how the matter has anything to do with the question of the freight and passenger rates in British Columbia.

Upon the case as it stands it is impossible to afford any relief to the applicants. Request was made that the Board should cause an inquiry and have an account taken to ascertain if the earnings of the railway were such that the Board could reduce the rates, in view of the section 20 above mentioned. This inquiry is not necessary, as the company admits that its rates are subject to reduction or adjustment by the Board, if a proper case is made out—jurisdiction was admitted in the coast cities case above cited and in several others.

If the applicant desires to give evidence for the purpose of establishing that, in view of all the circumstances, the rates now charged in British Columbia are unreasonably high, or that undue discrimination exists, leave for such purpose should be granted, otherwise, upon the record as it stands, the application fails.

Stockton and Hallinson v. Canadian Pacific Railway Company—Fruit rates.

Complainants alleged that the rates charged by the respondent company on shipments of citrus fruit from points in California, United States, to Regina were unreasonable as compared with the rates charged from the said points to Winnipeg and other points in Manitoba and Ontario.

Judgment, Mr. Commissioner McLean, April 26, 1909. The applicants are fruit and produce merchants in the city of Regina. The present rate from Los Angeles to Regina is $1.70 per 100 pounds on citrus fruits of all kinds. This fruit is routed over the Southern Pacific or Santa Fe, the Oregon Railway and Navigation Company, and Spokane International, to Kingsgate, British Columbia, and then by the Canadian Pacific to destination. The rate is made up as follows:—

Los Angeles to Portland, Oregon	53 cents.
Portland, Oregon, to Kingsgate, B.C.	57 cents.
Canadian Pacific	60 cents.
	$1.70

The rates in United States territory are full locals, while the Canadian Pacific rate is a proportional one. On shipments from Riverside and Redlands, the rates are respectively 2½ cents and 5 cents higher. Regina has the same rate as Moosejaw.

The rate on oranges in straight carloads to Winnipeg, a longer distance point, is $1.25 per 100 pounds. The same rates apply on oranges and lemons in mixed carloads. On straight carloads of lemons, the rate is $1.10. These rates have been in force since November, 1907. On shipments to Winnipeg the competition of railways in the United States has to be met. As a result of competition, compromise and consideration of the best methods of meeting the demand for citrus fruits in the large markets of the United States the practice has developed of making blanket rates of $1.15 on oranges and $1.00 on lemons, both in straight carloads, to points in the United States east of the Missouri and Mississippi river gateways. This applies to Detroit, Buffalo, New York, Boston and common points. This also affects points in Canada. Toronto, for instance, having the advantage of the Buffalo rate.

It is apparent that whatever rate is fixed by the competition of railways and of markets to points in United States territory south of Winnipeg must be recognized by the Canadian Pacific in making rates to that point. It is contended by the applicants, that the same rates should apply to Regina via Kingsgate, as apply to Winnipeg via its connection through Emerson with the United States transcontinental lines. Winnipeg, Portage la Prairie, and Brandon, are terminal points in the territory known, under the transcontinental freight tariffs, as Missouri River common points. The Winnipeg rate is 10c. higher than to Missouri River common points. The reason for this, that the connecting lines south of Minnesota transfer (St. Paul) will not so reduce their portions of the total rate as to give the northern lines what they consider a fair return of the rate if the rate of $1.15 is charged. Out of the total rate of $1.25 on oranges to Winnipeg the lines north of Minnesota transfer to the international boundary receive 38·8c. per hundred pounds, while the lines north of the boundary receive 12⅓c. per hundred.

In November, 1906, the new route via Kingsgate was opened. During the first season of operation of this route, the Canadian Pacific made the same rate to Winnipeg via Kingsgate as via Emmerson. On account of the inadequate revenue obtained from this experiment in meeting a competitive rate, the small amount of tonnage moved by it, and the difficulties in the way of prompt delivery on account of climatic conditions, the rate was cancelled at the end of the season.

It is apparent that different factors enter into the rate situation at Winnipeg and the territory adjacent thereto, from these existing at Regina. The large volume of citrus fruits moving over the United States lines, and the large market to which this line of product caters in the United States has developed a low rate basis which gives Winnipeg a rate advantage over Regina; but the circumstances are so dissimilar that the advantage is not an undue one. The further fact that the Canadian Pacific no longer quotes the compelled Winnipeg rate over its route from Kingsgate, relieves it from a charge of violating the long and short haul clause by charging higher rates to intermediate points.

The Regina rate complaint must be considered not from the standpoint of discrimination, but of reasonableness.

Before the opening of the route via Kingsgate, the orange rate to Regina based on Winnipeg, was $1.72 per 100 pounds. The rate via Winnipeg is still operative. With the opening of the Kingsgate route the rate was reduced to $1.60. This rate was in force from June 5, 1907, until February 10, 1908. It is alleged that this was changed to the present basis, because it was out of proportion with the Calgary rate of $1.65.

It is a well-established principle that when a lower rate—which has been in force for some time— is replaced by a higher rate, the former lower rate is *prima facie* a profitable and reasonable one. It is, of course, open to the railway to adduce evidence to show that the former rate was an unprofitable one, and such evidence should be most carefully considered. But in the application before us, no such evidence has been adduced to show that the rate of $1.60 was unprofitable.

In addition to this, Mr. Peters, then assistant freight traffic manager of the Canadian Pacific Railway, made the affirmative statement, under date of January 20, 1908, when an earlier application in this matter was before us, that the rate of $1.60 was fair and reasonable. I see no reason why any departure should be made from this position now. At present the rate to Regina, via the Emerson gateway, is $1.72, which is made up of the $1.25 rate plus the 3rd class rate of 63 cents, Winnipeg to Regina, less the Winnipeg cartage, which is not performed. On the citrus tonnage moving via Kingsgate to Regina the Canadian Pacific is at present receiving 182 cents per ton per mile. The route from Kingsgate to Regina presents more difficult features from an operating standpoint, than that from Winnipeg to Regina. If then, the citrus fruits are routed to Regina via Winnipeg, it would appear fair to apply a rate on the Winnipeg to Regina haul not exceeding that earned per ton per mile on the Kingsgate-Regina haul, and making the rate via Winnipeg $1.60.

The rate on lemons, which is also involved in the complaint, should be lined up with the rate practice, whereby lemons in straight carloads are given a lower rate than oranges.

I am of opinion, that the Canadian Pacific Railway should be required to arrange with its connections for the publication of new tariffs on the basis of $1.60 per 100 pounds from Los Angeles points to Regina, via Kingsgate or Emerson, or oranges in straight carloads, or on mixed carloads of oranges and lemons, as well as a rate of $1.45 on lemons in straight carloads.

The Chief Commissioner concurred.

Kerr v. Canadian Pacific Railway Company.

The complainant complained to the Board that the rate on grain, grain products and vegetables for local consumption from Franklin to Winnipeg was unjustly discriminatory as compared with the rate from the same point to Fort William, a much farther distance, on the same goods for eastern markets.

Judgment, Commissioner McLean, May 10, 1909:—

Franklin is a station on the Canadian Pacific Railway, 126 miles from Winnipeg. The rate from Franklin to Winnipeg, under the company's special mileage tariff on grain, grain products and vegetables, is thirteen cents per hundred pounds; this is also the eighth-class rate in the Canadian classification. It is contended that this rate is discriminatory since the rate on grain and grain products from Franklin to Fort William, a distance of 550 miles, for furtherance east is likewise thirteen cents. It cannot be urged that this constitutes a discrimination against the applicant. The rate to Fort William is a division of a through rate concerned with through shipment to an eastern market. Where grain and grain products move to Fort William for local consumption they move on the company's special mileage tariff and take a rate of 29 cents. The through rate of which the 13 cents form a part is affected not only by the competition of other grain-growing territories; it was also reduced by the provisions of the Crowsnest agreement. The conditions affecting the through shipments handled on this through rate are such that a division of such a through rate cannot be taken as the measure of the reasonableness of a local rate from Franklin to Winnipeg. The complaint should, therefore, be dismissed.

The Chief Commissioner concurred.

Plain & Company v. The Canadian Pacific Railway Company.

The complaint was made to the Board under section 315 (subsection 5) of the Railway Act that the rates on shipment of apples from Picton to Smiths Falls was excessive as compared with the rate from Picton to Ottawa; Smiths Falls being on intermediate point located on the Rideau canal, and the distance from Picton to Smiths Falls being shorter than the distance from Picton to Ottawa.

Judgment, Mr. Commissioner McLean, May 10, 1909:—

The rate charged by the Canadian Pacific Railway from Picton to Ottawa is 17 cents per hundred pounds, while the rate from Picton to Smiths Falls, an intermediate point located on the Rideau canal, is 23 cents. It is alleged that the latter rate is excessive.

The traffic moving to Ottawa is subjected to effective water competition, both by the Rideau canal and by the Ottawa river via Montreal. The rate to Ottawa is a compelled rate based on water competition. It is the privilege of a railway, in its own interests, to meet water competition. It is not, however, the privilege of a shipper to demand less than normal rates because of such competition which the railway does not, in its own interest, choose to meet. *Lindsay Brothers v. Baltimore & Ohio Southwestern Railway Company, et al,* 16 I.C.C. Rep. 6. Opinion No. 872.

Where a railway chooses to meet water competition it is to be presumed, unless the contrary is established, that it does so because there is effective competition in regard to traffic important in amount. It is established in evidence that such a condition does not exist at Smiths Falls. The compelled rate to Ottawa cannot then be taken as the measure of the reasonableness of the shorter distance rate to Smiths Falls, and the complaint should therefore be dismissed.

The Chief and Assistant Chief Commissioners concurred.

Times Publishing Company v. Canadian Pacific Railway Company, Great North-Western and Western Union Telegraph Companies.

The applicants applied to the Board for an order directing the above telegraph companies to transmit press messages from Ottawa to the Marconi Wireless Station at Glace Bay at the same rate as to the other points along the Atlantic coast of Canada.

Judgment, Chief Commissioner Mabee, May 19, 1909:—In the case, that was heard yesterday, of the Times Publishing Company against the three telegraph companies mentioned in the complaint, we have come to the conclusion that there is not sufficient information before the Board upon which we would be justified in granting the order that is asked for by the applicants.

They desire an order that the Canadian Pacific Telegraph Company, the Great Northwestern Telegraph Company and the Western Union Telegraph Company transmit press messages to the Marconi wireless station at Glace Bay at the same rate as is charged to other points along the Atlantic coast of Canada. They allege that while the usual rate on press messages from Ottawa to Canadian Atlantic coast points is 35 cents per 100 words at night and 50 cents per 100 words by day, the telegraph companies charge private message rate on all press messages to Glace Bay intended for transmission by Marconi wireless, and that these charges are excessive and discriminatory.

Now, it appears from what took place in the discussion yesterday that there is in fact, as between the cable companies on the one hand and the Marconi system on the other no discrimination by the telegraph companies in favour of the former or against the latter. On the other hand it seems that under the existing rates as charged, the sender of a message via Glace Bay over the Marconi system, as a matter of fact pays some twenty or thirty cents less to the land line for delivering at Glace Bay to the Marconi system, than the same sender would be required to pay to the cable company, as the share that the cable company under its existing contract with the land line would pay to the land line for the delivery of a message of the like number of words to the cable company at the coast. So that, instead of the existing charges being discriminatory, and in favour of the cable companies as against the Marconi system, the facts are otherwise.

It is not necessary at the present moment to deal with the larger question that was discussed by counsel as to the system now in operation being alleged to be discriminatory in favour of the American press as against the press of Great Britain or the Trans-atlantic press.

Counsel who appeared in the case suggested that this latter matter should stand over until the larger questions of telegraph communication generally, and the rates as applicable thereto were considered by the Board, and in view of there being no sufficient information before us to deal intelligently with this application now, we think that is perhaps the better disposition to make of that matter in the meantime.

The attempt here is really to extend the existing system which was voluntarily established by the telegraph companies as to press rates. They have an extremely low rate apparently throughout Canada, and with their connecting lines throughout the United States for press purposes. These rates are applicable, or intended to be applicable in so far as Canada is concerned, to that class of business that is addressed to newspapers, for publication in the various towns and cities and villages in the Dominion. There is a press rate to Glace Bay. It is said there is a newspaper there, and so I presume that from other parts of Canada the press rates would apply to the publisher of that newspaper at Glace Bay. The attempt here is to have the Board extend, against the will of the telegraph companies, this system of reduced rates for press purposes, in this particular instance, to the *London Times* published in London, England. Now, we have no information whatever as to the reasons that moved the telegraph companies to establish these low press rates. We have no information whatever as to the profit of the telegraph companies, as to whether these rates are fairly remunerative or not, and we have no information as to the volume of business of that class. All this information would be necessary to enable the Board to say whether or not it was a fair thing to require the telegraph companies to give to newspapers published on the other side of the Atlantic, rates upon a like basis. It was said that press rates could not apply reasonably to cable messages by reason of their being so condensed and so on, and that there was, in some instances, greater expense imposed upon the telegraph companies by reason of their being required to have operators in the cable offices. All these matters would have to be inquired into carefully before we could deal intelligently with the case, and say whether or not Trans-atlantic press rates should be upon the same basis as domestic press rates. This may be a matter that will be developed when the telegraph rates are looked into as they probably will have to be before very long. All that I have said is, of course, quite apart from the question of jurisdiction that counsel raised, as to which in the meantime it will not be necessary for us to say anything. That feature of it may be deferred for consideration when the balance of the complaint is more fully developed, so that we can dispose of it in a manner that we are unable to at present.

British-American Oil Company v. Grand Trunk Railway Company of Canada.

Re PETROLEUM OIL TRAFFIC.

The oil company complained that the Grand Trunk Railway Company unjustly discriminated against crude oil shipments from Stoy, Ill., to Toronto, by refusing to carry it at the published and filed joint tariff fifth class rate, in accordance with the official classification and at the same rate as animal and vegetable oils, in carloads; also that since October 18, 1907, the railway company had refused to deliver to the complainant company at Toronto cars containing crude oil ex-Stoy, Ill., except on payment of an additional rate of 12½ cents per 100 pounds, which additional rate was paid under protest and which the company refused to refund; and that all such consignments from September 7, 1907, when the complainant began shipping crude oil from Stoy, and before October 18 aforesaid, the company collected the published fifth-class rate, but has since demanded the additional payment of 12½ cents per 100 pounds on these cars also, which the complainant refuses to pay.

The complainant company contended that the railway company had acted in violation of the order of the Board of July 6, 1907, in connection with international rates, which provided 'that in the adjustment of the international rates referred to, the refunds on raw materials from points in the United States to points in Canada shall not be advanced at the expense, direct or indirect, of the companies operating in Canada, by reason of the changes in the rate bases herein permitted or prescribed.'

Judgment Chief Commissioner Mabee, May 19, 1909:—

All railway companies are compelled to furnish to other companies and persons reasonable and proper facilities for forwarding, interchanging, and delivering traffic, and the law declares that such facilities shall, at the request of any other company, or of any person interested in through traffic, the receiving, forwarding, and delivering of through traffic, in the case of goods shipped by carload, of the car with the goods therein, at a *through rate.* (Section 317.)

Where traffic is carried from any point in the United States to any point in Canada, by any continuous route, owned or operated by any two or more companies, whether Canadian or foreign, *a joint tariff* for such continuous route shall be duly filed with the Board (section 336). When such a joint tariff is filed, the companies affected must charge the tolls specified therein, until it is *superseded* or *disallowed* by the Board, and the Board may require to be informed by the company of the proportion of the toll or tolls in any joint tariff filed, which it or any other company, whether Canadian or foreign, is to receive or has received (section 338).

When traffic passes over any continuous route in *Canada*, operated by two or more companies, the several companies may agree upon a joint tariff for such continuous route, the initial company being required to file it with the Board, and the other company or companies must promptly notify the Board of its or their assent and concurrence in such joint tariff, and if the companies are unable to agree upon such tariff, the Board, upon the application of any company or person desiring to forward traffic over such continuous route, which the Board considers a reasonable and practicable route, may require the companies to agree upon and file such joint tariff, or may determine the route, fix the tolls, and apportion the same among the companies interested. Where the companies have agreed upon the route and the through rate, but are unable to agree upon the division of the latter, the Board may apportion such through rate (sections 333 and 334).

The Board may disallow any tariff, or any portion thereof, which it considers unreasonable or unjust, or may prescribe other tolls in lieu of the tolls so disallowed, and any tariff (except standard tariffs), may be amended or supplemented (section 323).

Any freight classification in use in the United States may, subject to any order or direction of the Board, be used by the company with respect to traffic to and from the United States (section 321, subsection 4).

The foregoing provisions of the Railway Act seem to be the ones applicable to the present inquiry, which is one set on foot by the applicant company with the view of endeavouring to ascertain what the legal rate was upon crude oil in tank cars from Stoy, Indiana, to Toronto, at the dates mentioned later on.

Stoy is a station on the Indianapolis Southern Railroad, and on December 19, 1906, the railroad company issued and filed with the Board a joint tariff (C.R.C. No. A-3) making the joint fifth-class rate twenty cents from Stoy to Toronto.

Prior to January 1, 1907, crude oil had no classification, but upon that date official classification No. 29 came into effect, which placed crude oil in the fifth class. This was a classification in use in the United States, and has been and is being used by the Grand Trunk Railway Company, as it had the right to do, pursuant to the provisions of section 321, subsection 4. Prior, however, to the coming into force of this classification, and on November 30, 1906, effective January 1, 1907, the Grand Trunk Railway Company issued and filed with the Board an *exception* as follows:—

> The Grand Trunk Railway Company will not honour, on petroleum and its products when shipped from points in the United States to points in Canada, the classification ratings shown in official classification No. 29, effective January 1, 1907. On such traffic the local or special commodity rates of the Grand Trunk Railway Company, in effect from the frontier or junction points will govern.

Tariff (C.R.C. No. A—3) above referred to, and filed December 19, 1906, provided for its becoming effective January 20, 1907, and was based upon the official classification above referred to, and upon its coming into effect crude oil moving from Stoy to Toronto would take, under the classification, the fifth-class rate of twenty cents.

The first question that presents itself is whether this tariff, as affecting crude oil destined to points in Canada, took effect in spite of the *exception* to the classification filed by the Grand Trunk Railway Company. The Act makes no provision for the procedure adopted by the Grand Trunk Railway Company in filing this *exception,* and we are of opinion that it in no way destroyed the classification in whole or in part, and that upon its becoming effective, it did so in its entirety.

The railway company also filed with the Interstate Commerce Commission a like *exception* to this classification, but we think whatever effect that may have had in the United States, it can have none here. The procedure provided by the Railway Act must govern.

Tariff (C.R.C. No. A—3) filed by the Indianapolis Southern Railroad Company was in compliance with section 336 of the Act, being a *joint tariff* for the *continuous route* from Stoy to Toronto. Reading the classification and the tariff together, in so far as Canada is concerned, the legal rate established would be twenty cents, unless the *exception* of the Grand Trunk Railway Company had the effect of destroying the classification as to crude oil when destined to points in Canada, and as no provision is made for such step, or result, no such effect could have been accomplished. Any other practice must lead to endless confusion. We cannot introduce here, or follow the practice established in the United States regarding *exceptions* to classification; the practice there is necessitated by reason of the Interstate Commerce Commission not having the control over classifications that parliament has conferred upon this Board. Power is given to prescribe or authorize any classification the Board deems proper, and once authorized, it cannot be varied except with the Board's approval. The only attempt made here to vary the classification was with respect to petroleum and its products, *when destined to points in Canada.* The reason given for this attempt was not that the joint rate covered by the joint tariff was unreasonable or unprofitable to respondents. It was admitted that the local rate attempted to be established in the place of the share of the joint rate was excessive, and intentionally so. It was established, so it was stated in evidence, 'to keep out American oil by putting up these rates.' This is illegal, so we have an attempt to introduce a procedure not provided by the Act, in order to bring about a state of affairs that is in violation of the Act.

No exception was taken to this classification, except when the shipment was destined to a point in Canada. Oil could move from Windsor or Sarnia over the

Grand Trunk Railway to Buffalo at the rate covered by the tariff and under the classification in question; but to intermediate points in Canada, over the same route, higher rates are attempted to be enforced, thereby discriminating against the Canadian consignee. Such result should not be permitted unless the respondents are entirely within the provisions of Canadian law.

No order of the Board respecting this classification has ever been made under subsection 4 of section 321, it was and is being voluntarily used by the respondents.

It is open to the Board under the words, '*subject to any order or direction of the Board,*' to permit a variation from the classification with respect to traffic to and from the United States, but such variation would require to be reasonable and proper; and to permit the attempted variation by reason of the filing of the *exception* referred to would, we think, be granting something unreasonable and improper. We think all the provisions of section 321, subsections 2 and 3, apply to a classification used under the provisions of subsection 4.

The freight classification in use in the United States (subsection 4 of 321), under which this traffic moved, was and is the official classification. The *exception* filed by the respondents had no reference to this classification in so far as it was *in use in the United States.* It was only as to petroleum and its products, so far as it might be applied to Canada. The *exception* applied only to frontier or junction points. So giving effect to the argument of respondents would have the result that filing an *exception* relating to Canadian traffic only, at Washington, would from time to time change this classification, so far as it was used in Canada, no matter whether such an *exception* were filed with this Board or not.

In July, 1907, the applicant company located in Toronto and entered into contracts with dealers in crude oil at Stoy, extending over a period of years.

The president of the applicant company states in evidence that he was verbally assured by a representative or representatives of the Indianapolis Southern Railroad Company that there was a fifth class (official classification) through rate of twenty cents on petroleum, &c., Stoy to Toronto, and that he was also supplied by the said railroad company with a copy of its tariff B-58 (C.R.C. A-3) which quoted the Grand Trunk as being a participant in through rates Stoy to Toronto. The shipments of the applicant company from Stoy began about September 1, 1907. On September 18, the president of the applicant company received a communication from the Illinois Central Railway, it in the meantime having obtained control of the Indianapolis Southern Railroad Company, under date of September 14, 1907, which stated that:—

> The Grand Trunk people have now positively advised us that we must cancel the fifth-class rate of twenty cents per hundred pounds on oil to Toronto, and that the rate will have to be based on Detroit, fifteen cents to Detroit, seventeen and a half cents Detroit to Toronto, making through rate of thirty-two and a half cents.

Fifteen cars were received in Toronto between October 1 and November 5, 1907. The Grand Trunk Railway Company billed these fifteen cars at thirty-two and a half cents, but when its attention was directed to Indianapolis Southern Railroad Company's tariff B-58 (C.R.C. No. 3), the rate was changed by the respondents to twenty cents, and payment in accordance therewith was made by the applicant company. On cars reaching Toronto at a later date, the expense bill showed a rate of thirty-two and a half cents. On these the applicant company proffered payment of the twenty cent rate. The Grand Trunk Railway Company refused to release these cars except on payment of the thirty-two and a half cent rate, and a little later billed the applicant for an alleged undercharge of twelve and a half cents on the shipment of the first fifteen cars. The applicant company contends that twenty cents is the legal rate and that there should be a refund of the difference between the thirty-two and a half cent rate and the twenty cent rate, as well as of certain demurrage claims which had to be paid in order to obtain the release of the cars on which the thirty-two and a half cent rate had been charged.

On November 7, 1907, the Indianapolis Southern Railroad Company issued its joint tariff, effective December 9 (C.R.C. No. A-7), purporting to cover points in Canada, and naming the respondents as participating parties, the note to which is as follows: 'The rates herein on petroleum and its products will not apply on shipments destined to points in Canada.' Presumably this was an attempt to destroy the joint rate established by the tariff of January, 1907, as on December 3, 1907, that railroad company wrote the applicant company as follows:—

> We would not have cancelled the fifth class rates had we not been required by the Canadian roads to do so, and should it be the desire of the Grand Trunk or the Canadian Pacific Railway to restore the fifth-class basis, we would be perfectly willing to make the restoration.

No exceptions to the statements in this letter were taken by the respondents, so it is fair to infer that the attempt to displace the through rate was made at their instance.

We think, however, the filing of the last-mentioned tariff had not the effect supposed; it could have no such effect without reading section 338 out of the Act, for by it upon a joint tariff being filed with the Board, the only tolls that can be charged are those specified therein 'until such tariff is *superseded* or *disallowed* by the Board.' Superseded means 'supplanted' or 'replaced,' therefore, once a joint tariff is filed, unless it is disallowed, it remains in force until replaced by another joint tariff, and it is not open to the carrier filing it to destroy its effect by filing a supplement alleging that the sum of the locals shall be substituted for the joint through rate.

Upon the construction we feel compelled to place upon these sections, it would seem that the only legal rate from Stoy to Toronto upon the commodity since the beginning of 1907, is twenty cents. We are alive to the importance of this interpretation of the Act as it bears upon the classification, and the filing of a joint tariff by a foreign carrier. This holding will not have the effect of permitting the foreign road to fix the tolls of the Canadian carriage without its consent, or of imposing upon it an American classification in its entirety if the Canadian road adopts any portion of it, as provision is made for both these contingencies.

First, as to the joint tariff. If a foreign road, without the approval of the Canadian, files a joint tariff which the latter does not desire to participate in, its course is to apply to the Board, under section 338, to have it disallowed, and if this course is not taken, the tolls provided in such joint tariff become, by virtue of section 338, the only tolls that can be charged.

Second, as to the classification. If a Canadian carrier desires any variation or alteration in any classification used in the United States, owing to difference of circumstances in Canada, application may be made to the Board, under section 321, subsection 4, for *any order or direction* with reference to such classification that might be thought proper.

In arriving at these conclusions, we are in no way overlooking the argument of Mr. Biggar, for the respondents, that the Board has no jurisdiction to require the foreign carrier to file a joint tariff. The difference in the Act between through traffic moving over domestic roads only, and the like traffic having its origin in the United States, destined to points in Canada, is very apparent, and necessarily so, because, of course, as to the latter traffic Parliament could not confer upon this Board any jurisdiction over the initial carrier, but no trouble arises here over this question as the initial carrier in the case in hand complied with the Railway Act, and filed the joint tariff, thereby placing upon the Canadian company affected the obligation of taking the step above indicated. Nor is the argument based upon the note on the face of tariff C.R.C. No. A-3, viz., governed by 'the official classification and exceptions thereto' being overlooked. Mr. Biggar says this is intended to convey the information that the rates shown on page 209, tariff No. 806, are not to apply to points in Canada via the Grand Trunk Railway. We do not understand how this note could convey such information, and certainly the interpretation put upon tariff No. A-3 by the Indianapolis Southern Railroad Company itself, as indicated by its letters above set out, was not that now contended for.

The argument that because the Act to regulate commerce requires formal concurrence to be duly filed by participating roads to joint tariffs, and as no such concurrence was filed by the Grand Trunk Railway Company to this tariff with the Interstate Commerce Commission, it never bound the Grand Trunk Railway Company, can have no effect, because the Railway Act does not require such concurrence, except as to domestic traffic falling within section 333. It may be also noted that in the United States the only thing that has to be filed is 'such evidence of concurrence therein or acceptance thereof *as may be required or approved by the Commission.*' Section 336 of the Railway Act, which gives rise to the trouble here, is silent as to concurrence, but of course it is not to be assumed that any foreign railway company would file a joint tariff naming participating carriers without, before filing, having obtained their concurrence and if such were done, inadvertently or otherwise, under our Act, it seems the only course open to the objecting carrier would be to apply for its disallowance.

It is argued for the respondents that the whole blame for the tangle here should be placed upon the Indianapolis Southern Railroad Company. We do not think so. On March 9, 1905, the respondents filed with the Board a general concurrence in all joint tariffs which theretofore or thereafter might be issued by other carriers in which the Grand Trunk Railway Company might be named as a party, unless notice to the contrary should be given to the Commission. We do not, however, read this as applying to any joint tariff filed under section 336, but the filing of such general concurrence might be a convenient practice as to tariffs filed under section 333 to save the participating carriers the trouble of filing concurrences with each joint tariff as it was filed. But when traffic commenced to move under the tariff now in dispute, the respondents themselves supposed the tariff to be on foot and billed and accepted payment of the first fifteen cars at twenty cents per hundred pounds. It is said this was a mistake, and when discovered, it was rectified. We are not told how or when it was discovered. These tariffs are intended for the guidance of shippers, and they are supposed to be able to ascertain from them what the lawful tolls are. Here we have a case of the applicant company making expenditures and entering into contracts upon the faith of the interpretation put upon the tariff by the initial carrier, traffic moving under the tariff as construed, and such construction adopted by the participating carrier, and then an attempt by the latter to set up an entirely different interpretation at the expense and possible ruination of the industry that attempted to use the tariff promulgated by these carriers.

The applicant company had nothing to do with the making or filing of these tariffs, and is in no way responsible for the confusion that has necessitated two long sittings, two oral and two written arguments, and all this to try to ascertain what the meaning is of all the documents that have been put upon the files of this and the Interstate Commerce Commission regarding this matter. Even if the position were left in doubt, it should be resolved in favour of the applicant company, who are in no way to blame for the situation, unless the attempt to ship crude oil into Canada is to be regarded as a blameworthy act.

We find that the legal toll chargeable upon the shipments in question was twenty cents per hundred pounds, and that that toll is still in force, and the respondents should be at liberty to refund the difference between that sum and the amount collected.

Before leaving the case, it is only proper to say that the respondents are entirely absolved of any intentional wrong-doing or violation of the law, and the difficulty has arisen by adopting a practice of attempting to show non-concurrence, not provided for by the Railway Act.

Judgment, Mr. Commissioner Mills, April 3, 1909:—

I may say, in a word, that I began to write out a judgment in this case; and before I had gone far I decided that I could not improve on the statement and recommendations made by James Hardwell, our Chief Traffic Officer, in his report of August 5, 1908, and his supplementary report, dated November 28, 1908. I think Mr. Hardwell's statements of fact are correct, his argument sound, and his conclusions logical and just as between the parties interested.

Therefore, my judgment is that copies of Mr. Hardwell's reports in this case should be sent to the complainants and to the railway company, and that two orders should be issued in accordance with Mr. Hardwell's recommendations—

One order directing the Grand Trunk Railway Company to refund to the complainants the difference between the charges paid by them to the Grand Trunk Company and what they would have paid, had not the said company caused the withdrawal and cancellation of the joint rate of 20 cents per 100 lbs. on petroleum and its products from Stoy, Illinois, U.S.A., to Toronto, Canada.

Another order, under section 321 of the Railway Act, approving the 'Official' Classification, No. 33, or as it may be amended or supplemented by the Official Classification Committee of New York, for the use of the railway companies subject to the legislative authority of the Parliament of Canada, with respect to traffic from and to the United States of America, excepting as the Board may otherwise order.

The order of the Board of May 19, 1909, in accordance with the judgment, declared the legal rate chargeable on the shipments complained of to be twenty cents per 100 pounds, the joint tariff fifth-class rate under the official classification, published and filed with the Board, and that such rate was still in force; and authorized the Grand Trunk Railway Company to refund to the complainant company the difference between the said rate of twenty cents per 100 pounds and the rate of 32½ cents per 100 pounds charged and collected by it from the complainant.

The Assistant Chief Commissioner and Mr. Commissioner McLean concurred in the judgment of the Chief Commissioner.

This case was carried to the Supreme Court upon leave granted by the Board, and is now standing for argument.

Construction Paving Company v. The Canadian Pacific Railway Company.

The applicants alleged that in connection with their work of making asphalt pavements, they imported large quantities of asphalt oil, which for the last five years they had been receiving from the Gulf Refining Company, whose headquarters and shipping point are Philadelphia, Penn.; and that they had frequently requested the railway companies to make a through rate on the oil which was shipped in tank cars. These requests the railway companies refused to grant, and the application was for an order directing the companies to give a through rate on this material and a refund of what overcharges had already been made, the applicants to furnish receipts showing the total amount of freight paid by them in the way of overcharge.

Judgment, Chief Commissioner Mabee, May 20, 1909.

It did not appear during the hearing or argument that there was a through rate from Philadelphia to Toronto provided for in any joint tariff filed by the Pennsylvania Railroad Company covering oil. We have since learned that the Pennsylvania Company filed such a tariff covering all points on the Canadian Pacific Railroad via Buffalo, giving Toronto a 22-cent rate. Oil falls in class 5 of the Official Classification. The respondents subsequently took the same steps that the Grand Trunk

Railway Company took, as appears in the case of the British American Oil Company v. Grand Trunk Railway, but for the reasons given in that case we think the legal effect of what was done here was the establishment of a 22-cent rate, and that that is and was the only legal rate in existence when this oil moved. There should be a declaration that 22 cents is the legally established rate and the respondents should have leave to refund the difference between 22 cents and the amount collected upon the shipments in question.

The Assistant Chief Commissioner and Mr. Commissioner McLean concurred.

Re GENERAL ORDER FOR JOINT FREIGHT AND PASSENGER TARIFFS AGAINST SUMS OF LOCALS.

This matter arose over the consideration of a proposed order respecting joint freight and passenger tariffs where the tolls exceed the sum of the toll for the same or like traffic of the several companies singly or jointly operating the continuous route between the point of origin of the traffic and the destination thereof.

The facts are fully set forth in the judgment of Mr. Commissioner McLean.

Judgment, Mr. Commissioner McLean, May 28, 1909.

Complaints have arisen that, in various instances, traffic moving over railways, subject to the jurisdiction of the Board, has, when moving on a through rate, been charged a higher toll than would have been obtained from a combination of the locals. In various instances railways have admitted that this apparently anomalous condition is not justifiable, for they have stated their willingness to refund the difference between the combination of locals and the higher through rate.

It is a fundamental proposition under the policy outlined by the Railway Act that when a rate, whether joint or whether limited to points situated on one line of railway alone, has come into force in conformity with the provisions of the Railway Act, it is the only legal rate in respect of the traffic mentioned and between the points mentioned. This policy is not limited to Canada alone. In 1906 the Interstate Commerce Commission, which has had to deal with the problem now before us established the same position.

While the provisions of the Canadian Railway Act differs in various respects from those of the Act to Regulate Commerce and while the findings of the Commission organized under that Act are by no means applicable in their entirety in Canada, it is manifest that when that body has dealt with problems identical with those coming before the Board, the findings and experience of that commission demand most careful attention. Prior to 1906, a practice had at times prevailed in the United States of stating in a tariff quoting through rates, that where the sum of the locals was less, such lower combination would apply. It was as a result of the disadvantages attaching to such an arrangement that the position of the Interstate Commerce Commission in regard to the single legal rate, referred to above, was established in 1906.

It has been suggested that the practice, found objectionable in the United States, might be used in Canada to relieve a shipper from the burden of paying a through rate exceeding the sum of the locals. While this suggestion would apparently solve the difficulty, it is of the nature of a rapid fire solution to create other and more important difficulties. It is of course apparent that the arrangement whereby a lower combination of locals takes in time the place of a higher through rate, is an outcome of traffic conditions not of a mere concession by the railways. For it is open to the shipper to treat his shipment as a local one, billing it to the junction point or points and so on to destination. There are delays and inconveniences incident to such an arrangement. But, if the extra time and labour necessary are not too great, the freight might move under such conditions, abstractly such an arrangement might exist in regard to passenger traffic. In practice the convenience of an unbroken journey plays such a part that such an arrangement would be of much less importance here.

The question must be looked at from the standpoint of its bearing on the policy of the Railway Act. A shipper whose business is extensive will be more apt to know of the existence of beneficial combinations falling below the through rate as published. The small shipper may therefore be indemnified through ignorance. Under these conditions it is absolutely essential that the actual rate on which the traffic will move should be open to all as one distinct charge. Otherwise there would be the anomaly of two legal rates in respect of the same traffic—one a legally published through rate, the other a lower combination of locals semi-private in its nature. Such a condition would be directly contrary to the intent and purpose of the Railway Act. If such an arrangement is to be made, it must be made as a result of the affirmative approval of the Board in each instance. The fact that such action will be a matter of record will inform the shipping public.

The policy which is open to the Interstate Commerce Commission of allowing, in individual cases, reparation on the basis of the difference between the higher joint rate found unreasonable and the lower combination of the locals, is not open to us, because we have no power to grant reparation. Our jurisdiction, where a rate has become legally operative being in no sense retroactive. Parliament in so legislating must have seen disadvantages in the practice of reparation, and it is not for us to attempt to widen our control in other ways to offset the condition arising from the lack of power to grant reparation.

The draft order declares:—

(*a*) that in future, joint rates shall not be filed which are in excess of the sum of the locals.

(*b*) that joint rates at present in existence shall be disallowed when they exceed the sum of the locals.

In regard to provision (*a*) this is a roundabout way of dealing by anticipation with the question of reparation. In the case of provision (*b*) the question of reparation is dealt with by indirection. For if the published rate were found to be in excess of the sum of the locals then there would have to be a refund of the difference.

In the case of both provisions (*a*) and (*b*), it must be recognized that it is practically impossible for the officials of the Board to check through all such tariffs on file to see whether they are in excess of the locals. In practice the matter would have to be dealt with as a result of complaint.

The further fact must be recognized that when, as a result of any new combinations arising, combinations lower than the published through rate are obtained, these new combinations must under the draft order become operative as a new through rate. Where a commodity or an emergency rate enters into the making up of such a combination, it is apparent that when the necessity for the commodity or emergency rate passes the justification for this now through rate would have passed. The result would then be fluctuating rates. It must be recognized that stability of rates is in the public interest.

The provision in the draft order that the tariffs referred to shall be disallowed appears to me to unduly strain the discretion given us under section 323 of the Railway Act. This section empowers the Board to

> disallow any tariff or any portion thereof which it considers to be unjust or unreasonable.

This apparently places no limit on the discretion of the Board, or limitation on the mental process by which it arrives at its conclusion. But when the reasonableness of a rate is at stake a question of fact is involved, and it is not to be assumed that the Board would make a final decision as to unreasonableness on the basis of a mere presumption. It is impossible to determine the reasonableness of a rate aside from the concrete conditions it is concerned with. When the Board acts on its own motion, the same tests should be applied as where an individual attacks the reasonableness of a rate. The unreasonableness of a rate or rates should be established as a matter of fact and not as mere presumption. When it does appear that the joint rate is in excess of the sum of the locals such higher joint rate is prima facie unreasonable. But nothing *conclusive* as to its reasonableness or otherwise can be established until the evidence is heard. There is no yard stock of reasonableness.

The question of passenger rates does not present the same practical difficulties as arise in connection with freight. We are assured by the Michigan Central, for example, that its passenger joint tariffs in Canada are constructed in a general way upon the sums of the locals, except where there are short line or in some cases arbitrary rates made effective that are lower than the combination of fares. The general joint passenger rates are so built up. The necessity for such action in this respect, as is provided for in the draft order, is not apparent.

Reference was made during the hearing to the existing situation regarding commodity rates. Where commodity rates exist, rates to points beyond have, in some instances been made by the addition of the local. in others by the addition of an arbitrary. The Board decided in the Canadian Canners Case that, since a combination of a commodity rate and a local rate to destination afforded a lower combination rate than the published through rate, such lower combination was open to the shipper a legal rate and that a refund might be made of the difference. It is apparent that this was a decision after investigation on particular facts and regarding a particular case. The draft order would, however, make such a position general, by providing that whenever such a situation arose the higher published through rate would be automatically disallowed. In advance of an investigation in a particular case, I do not feel that it is justifiable that such action should be taken. A commodity rate is established because of special conditions of volume of traffic, competition, &c. I for one cannot conclude in advance of an investigation that such a commodity rate in respect of traffic moving between two given points is in any sense the measure of the reasonableness of a through rate to a point beyond. The railway should be free to exercise its discretion subject always to meeting any complaints which may arise in regard to the longer distance rate.

If as a matter of practice, the railway sees fit to extend the advantage of a commodity rate, through the addition of a local or an arbitrary, to a point beyond, this is within its discretion subject to the provisions and inhibitions of the Railway Act. For the Board on a mere presumption to say that this combination shall measure the reasonable through rate might conceivably interfere with the granting of commodity rates.

Sufficient evidence was submitted at the hearing to show that the arrangement proposed by the draft order would disturb existing rate bases. It is not clear that the public interest would be aided by such action.

From the standpoint of regulative policy the provision that the joint rate should not exceed the sum of the locals does not in my opinion take the Board very far. As was indicated in the course of the hearing, it is within the power of the railways to evade the intent of the draft order by raising the locals. The Board would, then, be no further along since it would be under the necessity of examining in such cases into the reasonableness of the locals. The Board could not divest itself of its power and obligation to look back of the combination of locals to see whether the rate so made up was reasonable. If this is so, why not recognize that the question of reasonableness is a matter of investigation in a particular case, not a matter of general prescription?

When a joint rate does exceed the sum of the locals the fact of a through service as distinct from two or more local movements creates a presumption of unreasonableness. It might even be argued that the economics of through traffic would point to the justifiability of the through rate always being lower than the combination of the locals. But this is a matter which must be established by evidence, and not merely rest on a pure legal presumption.

It is, in my opinion, sufficient to say that the charging of a joint rate in excess of the sum of the locals is *prima facie* an unreasonable and discriminatory practice and that the onus of disproof should in individual complaints be on the railway or railways concerned.

The discussion which has taken place has been sufficient to make clear the policy of the Board, and it is neither expedient nor necessary that the draft order should go.

The Chief and Assistant Chief Commissioner concurred.

The Dawson Board of Trade v. White Pass and Yukon Railway Company, et al.

This was a complaint by the Dawson Board of Trade against the Upper Yukon Transportation Companies, known and operating under the name of the White Pass and Yukon Route, complaining that these companies unreasonably exacted extremely exorbitant freight and passenger rates by reason of a monoply enjoyed by them to the great injury and detriment of the interests in the Yukon Territory, and also retarding the proper development of the great industry in the territory, namely, mining. The question of jurisdiction was argued and it was arranged that it should be disposed of before the merits were considered.

Judgment of Chief Commissioner Mabee, dated June 14, 1909.

This matter has its origin in a complaint filed by the Dawson Board of Trade against the 'Upper Yukon Transportation Companies,' known and operating under the name of the 'White Pass and Yukon Route.' For various reasons great delay has occurred in dealing with the case, the evidence having been given before the Board as constituted in 1906, and the respondents having denied jurisdiction, that question was only argued on June 10 and 11 instant, and although the argument covered the reasonableness of the tolls exacted as well as the matter of jurisdiction, it is thought better at this moment to deal only with the latter question. Hitherto the 'Route' or 'System' complained of has not recognized the jurisdiction of the Railway Board, and has not filed tariffs, so the Board has acquired knowledge of the schedules of tolls only by their being given in evidence upon this inquiry. The first point for consideration is whether these tariffs should be filed pursuant to the provisions of the Railway Act, and whether the Board has authority to so direct. The land and water route in question between Skagway and Dawson is operated under the following combination:—

A railway company known as the Pacific and Arctic was incorporated under the laws of West Virginia with authority, it is said, to construct a railway from Skagway through Alaska to a point in British Columbia. The British Columbia-Yukon Railway was incorporated on May 8, 1897, by an Act, cap. 49 of the British Columbia legislature, with power to construct, equip, maintain, and operate a railway from a point in British Columbia between the 134th and 136th degrees of longitude, at or near the head of the Lynn canal, thence to the north boundary line of British Columbia. The British Yukon Company was incorporated by 60 and 61 Vic., cap 89 (Dom.), with authority to lay out, construct, and operate a railway from a point in British Columbia, or in the Northwest Territories, near the northwestern or western boundary of British Columbia, between the 134th and 136th degrees longitude west, near the head of the Lynn canal, or at some point in a northeasterly direction from the head of the canal, across the White Pass, northerly and westerly to Selkirk. It had authority also to carry on in British Columbia the business of carriers and forwarders. Section 17 provided that the Railway Act should be incorporated with the Special Act. In 1901 the British Yukon Navigation Company was incorporated by letters patent under the British Columbia Act, and was given authority to operate steamers upon the Yukon river. The White Pass and Yukon Railway Company was incorporated in England by letters patent and holds all the stock and bonds of the four firstly mentioned companies, save, it is said, only sufficient qualifying stock for the directors of the four companies, although the annual reports of the company repeatedly state that it holds *all* the stock of the other companies, and the holding company through proxies given by it elects the directors of the four companies. Mr. S. H. Graves is president of these, but the personnel of the boards is not the same in each case. A contract company built the land lines under contract with the three railway companies, and the White Pass Company, but it is not necessary, in dealing with the question of jurisdiction to go elaborately into the history of the construction of the route. There is no separate working or operation of this route from Skagway to Dawson. The same engines and cars operate under the same train crews, and under the same management, from Skagway to White Horse, where traffic is transferred to steamers, the liabilities against which are in the same hands that hold the stock and bonds of the railway lines, as well as the stock of the navigation company; the management of the steamers being the same as that of the land lines; the receipts from the whole four alleged separate portions of the route go into a common purse, out of which the expense of the through transportation is paid, and the whole of the balance turned over to the White Pass Company, which, after making provision for its liabilities divides the surplus among its stockholders. The railway lines were constructed and *equipped* by the contract company in consideration of the latter receiving all the stock and bonds of the former companies, and this arrangement was carried out, the contract company transferring these holdings to the White Pass Company. This feature is mentioned here only for the purpose of dealing, so far as necessary, with the equipment of the railway companies. It would seem that this equipment is owned either by the White Pass Railway Company, or in common by the three local railway companies, some portion of the stock and bonds of each going to the White Pass Railway Company, through the hands of the contract company, to pay for the equipment—at any rate the ownership of the equipment seems to be the same whether the engines and cars are running on the portion of the road or route in Alaska, in British Columbia, or in the Yukon Territory. Upon reference to the return made by the British Yukon Railway Company, a railway admitted to be subject to the jurisdiction of the Board, to the Minister of Railways, for the year ending June 30, 1905, it would seem that this railway reported that it was operating 32 miles of road in British Columbia and 58 in the Yukon Territory, and that it (the British Yukon Railway) had a junction with the Pacific and Arctic; then turning to the equipment that this company owned (see page 16 and 17 of the return), it seems to include all the equipment that appears upon page 9, *list of rolling stock* in the directors' report of the White Pass and Yukon Railway Company to June 30, 1905. Now, if the particulars set out in this government return are accurate, the member of this combination that was brought into corporate existence by the Parliament of Canada was taking the position that it owned all the rolling stock upon the whole system, and was operating all the portion of the rail route that lay in Canada—it will be observed also that its charter authorized it to construct and operate in British Columbia.

It is apparent from traffic agreements, mode of operation, arbitrary division of receipts for bookkeeping purposes, election of directors and appointment of officers that in fact there has never from its inception been anything but a through rate from Skagway to Dawson. Take a resolution passed on June 15, 1900, as an illustration:—

> Whereas the *P. & A. Railway Company, The British Yukon Railway Company,* and *the British Yukon Transportation Company,* for the purpose of facilitating joint and through traffic over their respective lines, have hitherto entered into certain joint traffic agreements and thereunder jointly compose what is known to the public as the White Pass and Yukon Route, and whereas for convenience of bookkeeping and accounting, the book and bank accounts have heretofore

been kept in the name of the White Pass and Yukon Route, and such system has proved satisfactory and convenient, therefore, be it resolved that such system of keeping book and bank accounts be and is hereby ratified, adopted and approved. I am not overlooking the fact that at this time the river division had not been acquired, but similar resolutions appear subsequent to that formation. Take the minutes of the meeting of June 24, 1902, when a resolution was passed authorizing the making of a new agreement with reference to the traffic receipts of the railway of the three companies already mentioned and the British Yukon Navigation Company, by which the gross through traffic earnings were to be applied in the first place to the payment of the operation and other expenses of the four companies—in the second place to the interest upon the bonded debt of the four companies, in so far as the local earnings of the companies should be insufficient to meet the operating expenses and bonded interest, and the remainder of the through traffic earnings are divided between the companies in the following proportions:—

30 per cent to the *P. & A. Ry. Co'y.*
10 per cent to the *B. C. Ry. Co'y.*
25 per cent to the B. Y. Ry. Co'y.
35 per cent to the B. Y. Nav. Co'y.

and that the operating expenses of the through line of railway from Skagway to White Horse be divided as fallows:

54 per cent to the *P. & A. Ry. Co'y.*
14 per cent to the *B. C. Ry. Co'y.*
32 per cent to the *B. Y. Ry. Co'y.*

and that each company would in respect of traffic originating on its own line, and billed or ticketed through to a point on the line of the other, be the sole party to arrange on its own behalf the terms, rates, and all other conditions incident to the contract of carriage, and that the other companies over whose lines such traffic might pass should be, as between themselves and the originating company, bound to recognize such terms, rates, and conditions.

The route has been and is still being operated as a through route, under one management, and Mr. Graves arbitrarily apportions between each of the combined corporations a percentage of earnings. It may be that as to creditors these various entities should be continued, but for the purposes of this inquiry, it is plain that in effect the English company owns and operates this line of transportation from Skagway to Dawson—it was said that company was a holding corporation only, that it had no power either to construct or operate; but it does operate—what is the difference between the English company electing all the directors of the other four companies who in turn appoint a common management, and the English company itself appointing the common management? The English company is the only creditor of the other four, and each of the four is liable to the English company for the debts of the other, or at least the same result could be worked out by reason of the clause in the resolution of June 24, 1902, relating to the bonded interest where the individual company was not earning enough to pay its own, but whatever the proper view of all this may be, the question is as to the Board's jurisdiction upon the foregoing facts.

It was said almost the entire traffic going to White Horse and to river points below, had its origin in Puget Sound ports, and agreements are on foot and in force between the steamship companies carrying traffic into Skagway and the respondents, for joint through rates from Puget Sound points to White Horse and below; these agreements apportion the tolls between the steamship that delivers at Skagway and the respondents, and the tariffs issued by respondents produced before the Board are from Puget Sound points, and so include the steamship proportion to Skagway. It is not suggested that the respondents are financially connected with or interested in any of the steamship companies delivering traffic at Skagway—these are independent carriers and are not before the Board, even if they were in any way subject to its jurisdiction—nor is the matter to be considered as an application to require through rates from Canadian points, via Skagway and back to a Canadian destination. Traffic is delivered at Skagway to respondents destined to White Horse—what jurisdiction has the Board, if any? Traffic is delivered at Skagway to respondents destined to Dawson—what jurisdiction has the Board, if any?

Section 336 provides that as respects all traffic which shall be carried from any point in a foreign country into Canada by any continuous route owned or operated by any two or more companies, whether Canadian or foreign, a joint tariff for such continuous route shall be duly filed with the Board, Skagway is a point in a foreign country, White Horse a point in Canada, a continuous route has long been established between those points, and whether this route is owned or operated by two or more companies the section provides that a joint tariff for the through route *shall* be filed. None has been filed and it is said the Board is powerless to so require. The British Yukon Railway Company is subject to the jurisdiction of the Parliament of Canada, and section 8, as (b) declares that any railway, the construction or operation of which is authorized by the legislature of any province shall, as to through traffic, when such road connects with a road within the legislative authority of Parliament, be subject to the Railway Act. The through traffic passing over the portion of this continuous route in British Columbia is then subject to the Railway Act. Again, if the returns of the British Yukon Railway Company are to be accepted it is and has all along been operating the British Columbia section, and ss. 21 of section 2 defines 'Railway,' as any railway which the company has authority to 'construct or operate.' The British Yukon Railway Company has authority to 'operate' the section of the road in British Columbia, so in no aspect of the matter can it be said that this railway company cannot be required to file a joint tariff for the continuous route from Skagway to White Horse. Such a tariff does not require any additional agreements than those now on foot, but if it did I think the White Pass Railway Company could be called upon to require the Pacific and Arctic Railway Company to enter into the necessary agreements; or indeed the Pacific and Arctic Railway Company may be required by the Board to so agree. The amendment to the Railway Act passed at the last session extends its provisions to any railway company incorporated elsewhere than in Canada, owning, controlling, operating, or running trains or rolling stock upon or over any line or lines of railway in Canada, either owned, controlled, leased, or operated by such railway company or companies, whether in either case such ownership, control, or operation is acquired by purchase, lease, agreement, control of stock, or by any other means whatsoever; and to any and all railway companies operating or running trains from any point in the United States to any point in Canada.

It was said that the White Pass Railway Company did not fall within this section, because it had no authority to construct or operate a railway in Canada; but as the holders of all the stock in the two railways incorporated in Canada, it must of necessity *control* the lines of these two Canadian companies, and it makes no difference whether it *operates* them directly or through the agency of the local boards that it elects and dominates. It makes no difference whether it had authority to *construct,'* and the statute of 1909 does not require the company to have *authority* to operate, it extends the provisions of the Act to all railway companies incorporated in Canada or elsewhere that are operating, either through control of stock *or by other means whatsoever.*

Then as to the Pacific and Arctic Railway Company. Suppose the proper view to be that the section of the road in Alaska is operated by that company, section 336 provides that traffic from Skagway carried by it into Canada shall be covered by a joint tariff, which shall be duly filed with the Board—it is the duty of that company to file such a tariff, at least to join in the establishment of such a tariff, and if Parliament has imposed this duty upon the foreign carrier engaged in carrying international traffic, why should not this Board by order require the fulfilment of this obligation? The Board has no alternative but to require carriers to observe the provisions of the Act. It was said there was no means of enforcing such an order, but it is not to be taken for granted that the directions of the Board will not be complied with, and the mode of enforcement may be left for consideration when the necessity therefor arises.

Then as to traffic delivered at Skagway and destined to Dawson, subsection 3 of section 333 provides that 'if that company owns or uses vessels for carrying traffic by sea or inland water between ports in Canada, and if such vessel carries traffic between a port in Canada reached by such company, and a port in Canada reached by the railway of another company, the vessel and the railway of either company shall be deemed to constitute a continuous route in Canada within the meaning of this section'; but as the section itself is dealing only with traffic passing over *any continuous route in Canada,* it is apparent it can have no application to traffic delivered to respondents at Skagway, and so it would seem that as to such traffic destined to Dawson or other river points reached by the respondents' steamers, the Board has no jurisdiction.

Section 335 provides that when traffic is to pass over any continuous route from a point in Canada to a foreign country, and such route is operated by two or more companies, whether Canadian or foreign, is to receive or has received.

The conclusion, therefore, is that the Board has jurisdiction over the tolls which the company or companies may be entitled to charge upon through traffic received at Skagway destined to White Horse or to any intermediate point between the international boundary between Alaska and British Columbia and White Horse, upon the railway line; and upon through traffic received at any point upon the railway line between White Horse and the said international boundary destined to Skagway.

Much evidence was given and vast quantities of statistics compiled with the view of showing that the tolls hitherto charged were excessive, but the Board does not deal with this branch of the case at this stage. The tolls we have authority to deal with are those above indicated only; the tariffs before us are almost entirely directed to through rates from Puget Sound ports to Dawson, including the earnings of the steamship to Skagway, and that of the river line from White Horse to Dawson, the respondents should have an opportunity of preparing tariffs covering the above traffic upon what they regard as a proper basis before the same are reviewed by the Board; these tariffs must be prepared without delay and duly filed when they will be considered by the Board in the light of the evidence already given and each side may supplement as may be reasonable, the Board in the meantime expressing no opinion as to the fairness of existing tolls. The companies should also inform the Board of the proportion of the through tolls or tolls that is allotted to any company or companies if any such division is continued or made.

In holding that the Board has jurisdiction over the tolls of this rail route, the view is taken that where the company or companies are required by the Act to file tariffs the result follows that the Board has the power to disallow or otherwise deal with them.

The Assistant Chief and Mr. Commissioner McLean concurred.

An order, dated June 16, 1909, was issued, requiring the transportation companies interested to file within thirty days from the date of the order, tariffs of tolls in accordance with judgment, and requiring the companies to inform the Board of the proportion in which the said toll is divided or allotted between the companies interested, if any such division or allotment is continued or made.

Montreal Produce Merchants Association v. Grand Trunk and Canadian Pacific Railway Companies.

The applicants applied for an order directing:—

(1) That the exporter of cheese in Montreal be placed on as favourable a basis as to terminal charges at the port of Montreal on his export traffic as his competitor west of Montreal.

(2) That freight tolls on cheese should be put on a parity with those on bacon, and,

(3) Complaining of alleged advance in freight tolls.

Judgment Mr. Commissioner McLean.—June 17, 1909, concurred in by Chief Commissioner Mabee and Assistant Chief Commissioner Scott:—The subject matter of this application falls under three subdivisions which are, in order of importance as follows:—

(1) Application that the exporter of cheese in Montreal, be placed on as favourable a basis with regard to rates and charges in his export traffic, as his competitor west of Montreal.

(2) That freight rates on cheese be placed on a parity with those on bacon.

(3) Complaint in regard to alleged advances in freight rates.

The material point in the complaint as to rates and charges is that of terminal expenses at the port of Montreal. There is involved in the complaint not only the question of a basis for the future but also the matter of refunds on such basis, covering the exports shipments of the years 1907 and 1908. While butter and eggs are also handled for export through Montreal, it is admitted that since practically all the cheese reaching Montreal goes into export trade, it may for the purposes of the application before us be treated as peculiarly an export commodity which may be singled out for special treatment.

Cheese may be shipped from points direct in Ontario, via Montreal to Transatlantic ports on a joint rail and ocean bill of lading, composed of the rail rate to Montreal plus the ocean rate to destination. The shipment may also be made on a separate rail and ocean bill of lading to Montreal for storage and subsequent export. At one time the railways supplied a different rate basis as between the two methods of shipment, but at some time prior to 1904 the rail rate was made the same in both cases.

While the rail rate is the same, complaint arises in connection with the charges made for terminal services on the shipments to Montreal which are stored there and subsequently exported. In the case of the shipments on a joint bill of lading the rate to destination is made on the basis of competition via United States ports. At Montreal these cheese shipments are switched direct to the steamship piers. Taking the Grand Trunk—which affords a sufficiently characteristic example—part of this switching is done by the railway over its own tracks, from the Turcot yards to the foot of McGill street at which point it is turned over to the Harbour Commissioners who switch it to the proper pier. At the pier the car is unloaded into the steamship shed by the Grand Trunk employees at an expense of 22½ cents per ton. All the charges in connection with this switching movement as well as the wharfage and Port Warden's fees are absorbed by the railway company. All of this absorption is forced on the railway to meet the competition of United States ports and carriers leading thereto. The attraction of this trade to the Canadian port is in the interest of the development of Canadian trade channels.

The situation in connection with the shipments on the separate bill of lading to Montreal requires analysis. Taking again the situation arising in connection with the Grand Trunk the followng conditions exist. None of the cheese warehouses in Montreal are located on a siding. The cheese shipped in on a local bill of lading to these warehouses is switched from the Turcot yards through the terminal yards to the freight shed at Bonaventure. Here it is unloaded by the company's men and delivered to its cartage agents. The cost to the company of handling at Bonaventure was stated in evidence to be 30 cents per ton. The company charges the consignee, under the general cartage tariff in force in Montreal and various other points, 2 cents per 100 pounds for cartage. When this cheese is exported it must be carted to the steamship pier from the warehouse of the exporter at a cost of 1·94 cents per 100 pounds. In addition he pays the Harbour Commissioner's wharfage charge of 20 cents per short ton and the Port Wardens' fees—2 cents per short ton. The latter payment is equivalent to regarding the cheese as originating at Montreal and therefore not subject to the competitive conditions applying on the other traffic. In all the terminal charges of the Montreal exporter amount to 5·04 cents per 100 pounds.

While the application of the Montreal exporters is for an allowance of the inward cartage charges and the wharfage dues and Port Wardens' fees, they recognize that practically none of the cheese handled on through bills of lading is carted to the steamship pier and that the switching costs are lower than those for cartage. On the portion of the switching performed by the Harbour Commissioners there is a charge of ·83 of 1 cent per 100 pounds. The applicants therefore average the charges as follows:—

Cartage. .. .. 2·00 cents, Port charges.. 1·10 cents=3·10 cents.
Switching. .... ·83 cents, Port charges.. 1·10 cents=1·93 cents.
5·03 cents.

dividing by 2 gives an average=2·51 cents.

It is asked that this allowance shall be made in the future so long as the rates and charges are on the present basis, and that there shall also be a refund on this basis for the years 1907 and 1908.

The rail rate being the same to Montreal in either case, it is material to consider the additional charges to shippers or consignees as well as the net earnings obtained by the railway.

If an Ontario point such as Hastings, which is tributary to Belleville, is taken, the following results will be obtained on the basis of 1908 figures:—

	Cents.
(A) On joint rail and ocean bill of lading to Europe stored in transit at Belleville, rail rate Hastings to Montreal	23·00
Stop-over at Belleville..	2·00
	25·00

	Cents
(B) On separate rail and ocean bill of lading stored in transit at Montreal—	
Rail rate Hastings to Montreal..	23·00
Cartage depot to warehouse by railway company..	2·00
Cartage warehouse to wharf by exporter..	1·94
Port charges..	1·10
	28·04

which places the Montreal exporter at an apparent disadvantage of 3·04 cents per 100 pounds.

When the question of the cost to the Grand Trunk of handling the two classes of traffic is considered, different conditions present themselves. Out of the 25 cents received on the shipment from Hastings, the railway absorbs the following:—

	Cents.
Port charges	1·10
Harbour commissioner's switching charge	·83
Cost of wharfage handling, 22½ cents per ton	1·13
	3·06

A deduction of 3·06 cents, making the net earnings 21·94 cents per 100 pounds.

In the case of the cheese stored at Montreal, the gross receipts including inward cartage totals 25 cents per 100 pounds. From this the following deductions must be made:—

	Cents.
Cost of inward cartage to railway	2·97
Cost of freight shed handling, 30 cents per ton	1·50
	4·47

This deduction of 4·47 cents from the gross receipts leaves the net earnings at 20·53 cents or 1·41 cents less than on the shipments on the through bill of lading. If, in addition, the railway has to absorb the 2·51 cents per 100 pounds as asked for by the applicants, the net receipts will be 3·92 cents per 100 pounds less than in the case of the shipments on the through bill of lading.

The applicants alleged that the inward cartage could be performed at a rate of 40 cents per ton or 2 cents per 100 pounds. It appears that under the arrangements the Grand Trunk have with their cartage agents, they pay 2·97 cents per 100 pounds and that they absorb ·97 of 1 cent. The applicants stated that they were willing to do their own inward cartage and the railways stated their willingness to accept such an arrangement. This would absolve the railway from the necessity of absorbing ·97 of 1 cent. The company's net earnings in the cheese shipped out after storage in Montreal would then be ·44 of 1 cent less than where shipment is made on a through bill of lading. If the 2·51 cents were absorbed, then the net earnings would be 2·95 cents less.

It cannot be contended that the Montreal exporter has any right to be placed on a more favourable footing than his competitor who ships on a through bill of lading. If the railway performs for the Montreal exporter special services which cost more than those rendered to his Ontario competitors, or if the situation of the former necessitates the performance of additional and more expensive services, it is manifestly unfair to demand that the railway should absorb the difference. A comparison between the switching charge and the cartage charge is not justifiable. Furthermore, the switching of the through cheese is incidental to the through shipment. So far as the inward cartage charges are concerned they are not shown to be excessive. The 2 cents per 100 pounds charged on the inward shipments is admitted by the applicants to be the actual cost of service at which they themselves could move those shipments.

While the railways did prior to 1904 absorb the inward cartage charges, this is not conclusive that the charges at present are unreasonable or discriminatory. The fact that the railways did in 1905 and 1906, with the permission of the Board, refund the inward cartage charges on cheese subsequently exported, depended in my opinion on special conditions which are not pertinent to the present application.

The application in regard to the inward cartage could only be granted if it were shown that these rates were either unreasonable or discriminatory. The applicants have not established their unreasonableness; the evidence of the respondents has rebutted the presumption of discrimination. This portion of the complaint should therefore be dismissed.

The port charges are the only ones common to both cases. Recognizing that the Montreal exporter must stand the additional cost of various services which are incidental to his location, it is patent that in respect of the question of the absorption of port charges the services are identical. The shipments whether billed through or for storage at Montreal are subject at the initial point to the competition of United States ports. The fact that the point of inspection and storage is located in the one case at Belleville, while in the other it is in Montreal, does not create any such dissimilarity of circumstances as to justify absorption in one case and not in the other.

In the view I have taken of the inward cartage charges it is not necessary to deal at length with reparation. But, in view of the earlier action of the Board in this matter, dealing with the question of refunds during 1905 and 1906, some reference must be made to the matter. It is true that under special circumstances, which were recognized as being explicitly limited to the facts of a particular case, and to the readjustment necessary in changing from the conditions existing prior to 1903 to those established under the Railway Act as amended in that year, the Board did see fit to authorize a refund. Reference was made during the hearing to the fact that the late Chief Commissioner Killam used in his judgment of June 19, 1906, the following language:

> As to the future, I see no reason why such a reduction might not be properly made in respect to cheese which is the only commodity as I understand, now intended to be covered by the arrangement.

This is not, however, pertinent to the present application, because it was based on the assumption, subsequently recognized as erroneous, that the tariffs in force had provided for such refunds. In order No. 1995, issued November 19, 1906, it is recited that the order went by consent. The order No. 2570, of February 15, 1907, in regard to refunds on traffic originating south and east of Montreal, was also permissive. It is clear that whatever action was then taken has no bearing on the present application where we are asked to order a refund not dealt with by the tariffs legally in force. In this connection the words of the late Chief Commissioner, during the hearing at Montreal on January 2, 1907, regarding the refunds on cheese traffic originating south and east of Montreal, are pertinent:—

> It seems to me, I must say, that the Board cannot insist on refunds where railway companies have collected only the tolls which the tariff existing at the time authorized them to charge. (Evidence Volume 41, p. 207).

Attention may also be directed to his decision in the *Brant Milling Company* case that allowances for free cartage must be covered by tariff. (4 Can. Ry. Cas. 259, at p. 271).

It follows then that while the Board orders absorption of the port dues, it has no power to make such action retroactive.

II.—CHEESE AND BACON RATES.

It is alleged that these are complimentary commodities and that the price of cheese is regulated in England by that of bacon. It is urged that this should be considered in Canada in fixing the rate basis. The alleged competition between these food products may exist. At the same time it must be recognized that it is a competition not between two products of Canada in the English market, which is in reality a world market. If this principle is to be recognized as fixing a rate basis, there is no reason why a whole range of commodities not named in the complaint, and which might under some circumstances be competitive with cheese, should not also be considered. The whole matter is in reality a phase of the competition of markets. It is in the discretion of the railway whether it shall or shall not make rates to meet the competition of markets.

Lancashire Patent Fuel Company, Ltd. v London & North Western Railway Company et al., 12 Ry. & C. Tr. Cas. 79.

La Salle Paper Company v. Michigan Central Railroad Company et al., 16 I.C.C. Rep. 149.

The same principles apply here as in the case of water competition.

This phase of the complaint should be dismissed.

III.—THE COMPLAINT OF THE 'GREAT ADVANCE IN FREIGHT RATES WHICH HAS TAKEN PLACE IN THE PAST TWO OR THREE YEARS.'

Statements have been submitted regarding rate changes in the period 1890 to 1907. No attempt is made to prove these rates unreasonable in themselves. The central point of attack is in reality that of cartage charges. It is true that there has been an increase in cartage charges, but this it is shown has been due to increased cost of service. An example of this has already been given in connection with the matter of cheese. The Grand Trunk pays the Shedden Company for teaming to and from its Bonaventure freight sheds within the corporate limits of the city of Montreal 59·4 cents per ton, while it charges the shipper or consignee 40 cents. No evidence was submitted to show that the shipper or consignee could have this service performed at any lower figure. The Canadian Pacific contract with its cartage company calls for a higher figure than that of the Grand Trunk with its cartage company, while it charges the shipper or consignee no greater sum than does the Grand Trunk. The cartage charges have not been shown to be unreasonable, nor have they been attacked as discriminatory as between those availing themselves of them. This phase of the complaint should be dismissed.

To recapitulate:—

(1) The application for absorption of inward cartage charges should be refused.

(2) The railway companies should on cheese shipped to Montreal on separate rail bill of lading, absorb the harbour dues when such cheese is subsequently exported. Such absorption should continue so long as it is applied in the case of cheese shipped on a joint rail and ocean bill of lading to Europe. Provisions to make this effective should be filed and published in the railway tariffs within thirty days from the date of the order making this judgment effective.

(3) The applications for refunds covering the seasons 1907 and 1908 should be refused.

(4) The application that cheese rates should be placed on a parity with bacon rates should be dismissed.

(5) The portion of the complaint dealing with the alleged 'great advance in freight rates which has taken place in the last two or three years' should be dismissed.

The Chief Commissioner and the Assistant Chief Commissioner concurred.

NOTE.—The following is the opinion of the late Chief Commissioner, Hon. A. C. Killam, referred to above in the judgment of Mr. Commissioner McLean, stating the principles upon which refunds are allowed:—

We think that the order of the Board must be considered to be confined only to the question submitted by the parties, which was with reference to the traffic originating at points west of Montreal. It is only that, that apparently the railway companies have consented to make refunds on, and we only dealt with the matter at that time upon the footing that it was a matter of refund that they were willing to make if the Board thought they could properly do so. The question as to whether the Board should insist upon them making it apply to others, is a different question; and, it seems to me, I must say, that the Board cannot insist on refunds where railway compaines have collected only the tolls which the tariffs existing at the time authorized them to charge. The question whether those tariffs should continue in that way, and whether that difference should be made between shipments arising in the west and those arising in the east is another question.

Re ONTARIO EASTBOUND SUMMER RATES.

Certain special commodity rates were in part automatically cancelled by the lower rate class rates under the order of the Board No. 3258, dated July 6, 1907, and the Advisory Committee of the Canadian Freight Association applied to the Board for permission under clause (*h*) of the order to withdraw the remaining rates in the same series.

Clause (*h*) of the order reads:—

> That no special commodity rates now existing which may be lower than the corresponding class tariff rates herein prescribed shall be advanced by reason of the changes herein ordered or without the sanction of the Board.

Judgment Chief Commissioner Mabee, June 21, 1909:—

The clause in contest (*h*) (in the order of July 6, 1907), was inserted upon the recommendation of the Chief Traffic Officer, who now reports that it has served its purpose and should be eliminated. The whole matter is of a highly technical character, as shown by the reports to the Board and as will appear from the notes of the argument at the hearing.

Apart from the objections of those who will be hit by granting this application, the situation is that the Board as constituted in July, 1907, acting upon the opinion of the Chief Traffic Officer, made the order of that date containing the provisions now under consideration. The east and westbound rate situation was then complex and difficult to deal with. It was elaborately discussed and fully considered. The order followed the recommendations of the Traffic Officer. He now thinks it should be modified and clause (*e*) eliminated, and it seems to be logical that, as he recommended it, if he now is of opinion it should be removed, the Board should so order.

I am alive to the fact that its removal will be highly objectionable to some interests, but these were ably represented at the hearing, and it seems that to preserve equality and remove existing discriminatory features, the Board should adopt the fully considered report of Mr. Hardwell, with whose reasoning I fully concur.

Let an order issue and submit to Mr. Hardwell for settlement.

The Assistant Chief and Mr. Commissioner McLean concurred.

An order dated June 22, 1909, amending the said order No. 3258, of July 6, 1907, by striking out clause (*h*) of the said order, issued.

Red Mountain Railway Co. v. Columbia & Western Railway Co.

The Red Mountain Railway Company applied to the Board for a variation of its order fixing the tolls to be paid them for interswitching services performed on through traffic from the Le Roi Mines to the 'transfer track' of the Columbia & Western Railway Company.

The Board had on the application of the Columbia & Western Railway Company fixed at $3.50 and subsequently at $3 per carload, the tolls for interswitching paid to the Red Mountain.

The increase in the tolls was sought on the ground that higher grade ore should pay a higher toll and a less movement of cars was not so profitable as a larger.

Judgment Chief Commissioner Mabee, June 21, 1909.

The Great Northern Railway Company are the lessees of the applicants, and the Canadian Pacific Railway Company are the lessees of the respondents.

On February 14, 1906, upon the application of the respondents for an order disallowing a tariff filed by the Red Mountain Railway Company on October 3, 1905, an order was made fixing the sum that the Red Mountain Railway Company should be paid for switching cars containing through freight traffic from the Columbia &

Western 'transfer track' from or to all points reached by the tracks of the Red Mountain Company to certain defined points at $3.50 per carload. The traffic in question is ore from the Le Roi mines.

Subsequent to the above date the point of interchange had been established at Third Avenue, in the city of Rossland, and on November 16, 1906, upon the application of the Columbia & Western Railway Company, the order of February 14, 1906, was varied by reducing the toll for the services performed by the Red Mountain Railway Company to $3 per carload instead of $3.50

Before the lastly mentioned order was made, the matter was carefully considered, and it appears that the toll was reduced by fifty cents per carload because the cost of the service by the establishment of the new transfer point was cheapened. It was on the level and within the terminals, and the switching movement was shortened by some 1,800 feet. We must, of course, regard the order of November 16, 1906, as having been properly made, and must also regard the toll fixed by that order at $3 per car as being a fair and proper charge for the services performed. It therefore rests upon the present applicants to satisfy the Board that the situation has so changed that a variation of that order would be proper, the services now being performed are the same, that is, there has been no further change of the transfer point.

Mr. MacNeill, for the applicants, contended that the ore now being shipped from the mines was of a higher grade than that shipped in 1906, and so could stand a higher toll; but those most interested in these tolls, viz., the Le Roi proprietors, were not notified of this application, and as pointed out at the hearing, the Board could not entertain an application to increase these tolls without all interested parties having an opportunity of being heard. We are still of the opinion, as expressed at the hearing, that the general interswitching order does not cover this case. In 1906, some twelve or fifteen cars per day were handled, as I understand, in one shunt from the bin to Third avenue. Now, only two or three cars per day move, and it is said that while $3 might not have been unfair upon a movement of twelve or fifteen cars, it is upon a movement of only two or three; but upon looking carefully into all the facts that were before the Board in 1906, and further considering the reports of the Chief Traffic Officer, upon whose recommendation that order was made, as well as earlier reports upon the same matter, it nowhere appears that the number of cars per day that might or would be shipped entered into the consideration of the Board. I shall not be misunderstood as saying that the volume of traffic is not a material factor in fixing a rate, but am stating only that I cannot find in the material before the Board that the parties had heretofore urged this point in this case.

To find now that the toll should be increased would be to find that the toll of $3.50 fixed by the first order was too low, because the further reduction of 50 cents per car was made solely upon the lessened expense of the service.

I am not able to conclude from the facts I have been able to gather that the order of February 14, 1906, should not have been made, and it seems to me that if that were a proper order this application cannot be granted.

It was stated by counsel for the respondents that the tariff of the Columbia & Western on this ore to the Trail smelter was 20 cents per ton, in addition to the $3 switching charge, so any increase in the switching charge, in the absence of the proprietors of the mine, would have to be absorbed by the Columbia & Western; on a car of 30 tons, from the bin to the smelter, the charge would be $9, of which $6 goes to the Columbia & Western and $3 to the Red Mountain. There are no facts before us from which it can be said this is an unfair division. We are of the opinion the application fails.

Mr. Commisioner McLean concurred.

Application by Canadian Portland Cement Company for a reduced through rate on bituminous coal from Black Rock, N.Y., to Marlbank, Ontario.

This was an application by the Canadian Portland Cement Company for a reduced through rate on bituminous coal from Black Rock, N.Y., to Marlbank, Ont., where a cement plant of the applicant company is located.

From Black Rock to Napanee this coal moves over the Grand Trunk Railway a distance of 237 miles, thence to destination, a distance of 36 miles, it moves over the Bay of Quinté Railway. The rate in force at the time of the application was $1.50 per ton. Of this the Grand Trunk Railway received $1.05. The applicants alleged that the through rate of $1.50 was discriminatory and unreasonable.

Judgment Commissioner McLean, dated June 25, 1909:—

The application is launched under sections 315 and 334 of the Railway Act. The central point in the complaint is based on the competition of other cement producers. To quote the words of the complaint:—

> We submit that the present rate to Marlbank is excessive and unjustly discriminatory, and that there should be no difference in rates on the commodity, particularly as it enters largely into the cost of production of the output of the applicants who have to compete in open markets with similar factories accorded more favourable treatment.

No doubt the coal, of which from 40,000 to 45,000 tons per annum are consumed, does constitute an important factor in the cost. This phase of the application is in reality a plea that section 315, the 'equality' clause should be used to bring about an equalization of cost of production. This clause is, however, concerned with *traffic conditions*. The allegation regarding 'similar factories' are of no value unless the 'similar factories' are, under similar circumstances and conditions of traffic, accorded more favourable treatment. This has not been established. It is no part of the obligations of the railways, under the Railway Act to equalize costs of production through lowered rates so that all may compete on an even keel in the same market. This phase of the complaint fails.

In the hearing the ground shifted somewhat. Comparisons were made by counsel of the rates to Marlbank with those to such points as Belleville and Kingston. This also had been referred to in the complaint. While Mr. Pullen stated in evidence that there was a competing cement plant at Belleville, counsel for the applicant laid no stress on the point. Counsel for the applicant alleged that these comparisons afforded evidence of discrimination as well as a measure of what should constitute a reasonable through rate to Marlbank.

The following tables show distances, rates and earnings per ton per mile:—

COAL IN CARLOADS.

Black Rock to	Miles.	Rate per ton.	Ton mile earnings.
		$ cts.	cts.
Belleville	215	0 90	·418
Kingston	263	1 25	·475
Napanee (local)	237	1 10	·464
Marlbank	273	1 50	·549

The rate to Marlbank is made up in the following way:—

——	Miles.	Division.	Ton mile. earnings.
		$ cts.	cts.
Black Rock-Napanee	237	1 05	·443
Napanee-Marlbank	36	0 45	1·25

The argument as to discrimination based on the above comparisons is concerned (*a*) with mileage, (*b*) with water competition.

Mileage.—It is contended that it is unjustifiable to have the rate to Marlbank, ten miles further than to Kingston, 25 cents higher. To compare these mileages as if both were Grand Trunk hauls throughout, is not a proper method of comparison. It is recognized that differences in traffic conditions are in general more important than mere mileage comparisons. In the *Almonte Knitting Company* case the Board recognized that the Canadian Pacific rate on coal to Almonte, seven miles from Carleton Junction, might justifiably be built up by adding an arbitrary of 20 cents per ton to the rate to Carleton Junction.—(Almonte Knitting Company v. Canadian Pacific Railway and Michigan Central Railway, 3 Canadian Railway Cases, 441.)

When this principle is recognized as between main line and branch line mileage of the same system it is applicable in greater degree when the rate is made up of a long haul over a heavier traffic road and a short haul over a light traffic road. The Bay of Quinté is a low grade tonnage road, and any comparison on the basis of Grand Trunk main line mileage alone is therefore inconclusive as proving discrimination.

Water Competition.—The rates to Belleville and Kingston are compelled rates based on water competition. At Belleville the competition of the water-borne coal from across the lake is especially effective. So far as the Grand Trunk haul to Napanee is concerned water competition is not directly effective. Counsel for the applicant states that coal may be moved by water to Marlbank, but not in sufficient quantity to meet the needs of the business. That is to say, there is not effective water competition in regard to traffic important in amount. The argument then from the comparison of the Marlbank rate with rates subjected to effective water competition also fails. The Marlbank rate must then be looked at from the standpoint of this general reasonableness. The rate as between the Bay of Quinte and the Grand Trunk is divided in the proportions of 30 per cent and 70 per cent. This is equivalent to rating the 36 miles of the haul over the Bay of Quinte as having a constructive mileage of approximately 103 miles. As has been stated this road is a low grade tonnage one. For the year ending June, 1908, it carried 268,549 tons of freight—62 per cent of this is represented by the items of bituminous coal, coke, stone and sand, lumber and cement, brick and lime. The average ten mile earnings of the road are very low—·1570 of 1 cent. The two important revenue producers of the road are bituminous coal and cement. The net earnings of the road are low—some $800 per mile. It does not appear from the record or from the Government Statistics bearing on the matter that the 30 per cent division is an unfair one.

So far as the Grand Trunk division is concerned, it is to be noted that its division of the through rate is lower than its local rate to Napanee. It is contended by the applicants that the absence of a terminal service at Napanee in respect of the through traffic should give a still lower division. The evidence however, shows that there is a division of terminal service at Napanee between the Grand Trunk and the Bay of Quinte.

The Grand Trunk has stated its willingness to reduce its division of the through rate of $1 per ton. The Bay of Quinte states it is willing to participate in whatever through rate is quoted subject to receiving 30 per cent. The division of $1 to Napanee will give a ten mile rate of ·422 of 1 cent as compared with the rate of ·418 of 1 cent to Belleville where there is effective water competition. I am of opinion that an arrangement on the basis outlined above is fair and reasonable, and that an order should go for a rate of $1.43 per ton to Marlbank.

The Chief and Assistant Commissioner concurred.

Order dated June 25, 1909, directing the railway company to publish and file with the Board a tariff of joint rates on bituminous coal from Black Rock, N.Y., and Suspension Bridge, N.Y., to Marlbank, Ontario. of $1.43, per ton, effective not later than August 23, 1909, issued in accordance with judgment.

The Eureka Coal Company v. Canadian Pacific Railway Company.

The complaint in this matter involves:—

1. Alleged discrimination in freight rates on coal from Estevan.
2. Alleged discrimination in switching charges on coal at Estevan in favour of shippers at Roche Percée and Beinfait.

Judgment, Chief Commissioner Mabee, July 16, 1909.

At the hearing the facts necessary to be known, that some intelligent disposition of the matter might be made, were but imperfectly developed, and it was arranged that the Chief Traffic Officer should make further inquiry into the situation; this he has done and reports the facts as follows:—

> Estevan is situated on the Portal section of the Canadian Pacific Railway at the point of connection with the Estevan section. The Portal section runs from the international boundary at Portal to Pasqua (Moosejaw); and the Estevan section runs east from Estevan to Kemnay, on the main line near Brandon. Bienfait is on the Estevan section, 8.61 miles east of Estevan, and is the shipping point of the western Dominion and the Manitoba and Saskatchewan local companies' collieries.
>
> On the Portal section, between Estevan and Portal, are two coal shipping points, Roche Percée, 10.23 miles from Estevan, and Pinto, 14.98 miles from Estevan.
>
> The Portal and Estevan sections form an acute angle at Estevan and between them is the valley of the Souris river.
>
> The radius of the special coal tariff from these points extends, roughly, east of and including Maple Creek and Saskatoon to Emerson and Winnipeg, and east of Winnipeg as far as Molson. Formerly, all four points were, with respect to coal shipments, considered as one group and were given the same rates; but at that time the Western Dominion Colliery Company reached their coal by drifting into the river bank from the valley, and shipped from Roche Percée station on the Portal section. There is stated to be a heavy grade at Roche Percée, and as the eastbound shipments would leave the Portal section at Estevan and go east through Bienfait, it occurred to the railway company that this haul between Roche Percée and Bienfait on eastbound shipments would be avoided if the Western Dominion people would abandon their drift system, sink a shaft from the prairie level, and construct and operate a spur from the pit mouth to Bienfait station, about 4 miles. As an inducement, the railway company offered to reduce its eastbound rates from Bienfait by 10 cents a ton; the offer was accepted, the shaft and the spur line were constructed, (the latter, presumably under the usual siding agreement) and tariffs were

issued accordingly. It is this arrangement that the Eureka Coal and Brick Company of Estevan complain against; their contention being that as Beinfait westbound shipments must go through Estevan, and Beinfait having an advantage of 10 cents a ton on eastbound shipments, Estevan should have the 'same consideration' on shipments westbound; but they are perfectly willing that all the coal miners in that district should be charged the same freight rates. (Evidence p. 2989.) It was stated at the hearing that the eastbound shipments from Estevan amounted to 60 or 70 per cent of the whole.

Since the hearing, the tariff has been somewhat modified in consequence of the Board's order No. 6749, in the complaint of the Board of Trade of Alameda, Sask., which directed the railway company to make reductions from Beinfait to a certain limited territory; but while this rearrangement has, in some cases, lessened Beinfait's 10 cent differential, the rates from this point are still generally lower, on eastbound shipments, than from Estevan. In this readjustment, what seems to be an important concession has been given to the Eureka people, viz.: that to points on the Portal section, which is a westbound movement, the Estevan rates have been made lower than from Beinfait, although previously, following the general rule, the rates from both points had been the same. This reduction does not, however, extend to the main line points west of Pasqua. This reduction was made on the 19th ult.

The Bienfait arrangement was made in May, 1905. I have obtained a statement from the railway company which shows that from that time until the end of March this year, the Western Dominion Collieries shipped eastbound 8,405 carloads. The tariff carload minimum is 20 tons, so that the aggregate would be at least 168,000 tons, and at 10 cents per ton, the total reduction to these shippers under the arrangement would be at least $16,800.

Upon this state of facts the Chief Traffic Officer is of opinion that the Western Dominion Collieries Company have been 'sufficiently paid for their outlay,' and that as the arrangement has given them a 'more modern system of mining and shipping,' there is merit in the application for equalization, and that the railway company should be required to remove the discrimination by reverting to the old system of equality in rates in both the directions. My brother Commissioner McLean agrees with this recommendation.

I have had much difficulty in accepting this view of the matter, but as the facts are so peculiar and as probably no similar situation will again arise, perhaps I have given more consideration to the case than it is worth. The public, the people who consume this coal, do not seem to be interested, as they will probably pay the same for this coal no matter which side succeeds in this controversy. The railway company suggested the change in the colliery company's plant. It was apparently a sensible suggestion. The 10 cent reduction was proposed by the company so it must be presumed to have been reasonable, and yet it seems the railway company must now be ordered to charge a higher toll than it is willing to haul the coal for. It would seem more logical, if these shipping points are to be grouped, to reduce the rates from the others rather than raise that from Bienfait. The proposition is that where a shipper expends large sums in cheapening his expense of delivery to the carrier, he is to be deprived of the benefit of his enterprise and expenditure as soon as he gets his money back. In the present case the result of the complaint is not to better the applicants, it only hits the colliery that expended the money to cheapen its cost of shipping, and puts 10 cents per ton in the pocket of the railway company, and which apparently they did not want. The only interests adversely affected by this proceeding are those of the Western Dominion Collieries and they have not been made parties to this application, nor have they been heard. So I am of opinion that if the course recommended by the Chief Traffic Officer is the proper one, then the Western Dominion Colliery Company should be notified by the applicant of these proceedings and given a chance to be heard.

In regard to the second branch of the complaint, the Chief Traffic Officer reports the facts and his recommendations as follows:—

> As regards the Estevan switching, it was proved at the hearing by evidence and vouchers that Mr. Lanigan's answer for the railway company was based on the assumption that the company's old ballast pit siding was the one which the Eureka people were using and that this was erroneous, that actually used being known as Mickleson's spur, so that Mr. Lanigan's tables and estimates became valueless. It was also shown that the Eureka people had paid for the ties and for the grading and surfacing of the Mickleson spur, also for keeping it clear of snow; the company as usual, furnishing the rails and fastenings. The company had not billed Eureka with the customary interest on the steel, but the Eureka company was prepared to sign the agreement which the owners and users of private sidings elsewhere had accepted. There are other mines at Estevan, but these load their coal in the railway yard.
>
> Mr. Peterson, the manager of the Eureka Company, stated that the switching charge was originally $2, which was raised to $3, and was put back last fall to $2, which he is now paying. Attached to the file is a letter from Mr. Peterson, dated Estevan, August 5, 1908, notifying you that the $2 rate was quite satisfactory. At the hearing, however, the ground was taken that as the company had to haul over ten miles from Roche Percee, and fifteen miles from Pinto, further than from Estevan, these additional hauls counterbalanced the switching at Estevan, and that the latter should not, therefore, be charged. It was admitted that at Pinto the miners delivered their coal at the railway yard.
>
> As regards Roche Percee, where the mine of the Roche Percee Coal Company is in the valley, it was Mr. Peterson's impression that no switching charge was made, but Mr. Lanigan stated that the coal company delivered their coal at the Roche Percee station. The company's tariff (C.R.C. W. 1110) does not show any rate for switching coal from the mine to the station. It does show a rate of $3 for switching general merchandise in the 5th and higher classes, and $2.60 per car for mine supplies in the 6th and lower classes, between the station and the mines of the Roche Percee Coal Company, and the Great West Coal Company; but these rates are apparently intended to apply on general supplies, not on coal. According to the evidence, the grade at Roche Percee is at least as heavy as that at Estevan, so that if the railway company performs the switching at that point free of charge there would seem to be reason in the Eureka company's contention that no charge should be made to them on the siding account, other than the interest on the steel. It is unfortunate that no one at the hearing was prepared with definite information.
>
> Of course, if the miners do their own switching at Roche Percee, and if the 10 per cent differential be abolished at Bienfait, and the miners there continue to do their own switching, the objection of the Eureka people to the $2 rate which, by letter, they accepted as satisfactory, should disappear.
>
> I would recommend that the toll of $2 per car charged by the railway company for switching coal and brick from the colliery and brick yard of the Eureka Coal & Brick Company, to the station yard at Estevan, for furtherance, be approved, provided that the switching from the colliery to the railway company's station at Bienfait and Roche Percee be performed by, and at the expense of, the coal mining companies operating at those points; but that should the railway company assume the cost of the switching at Bienfait or Roche Percee, the company shall assume the cost of Estevan also.

The matter concerning this part of the complaint seems to be involved in obscurity; there may be certain features of it that have not yet been developed and the actions suggested may affect interests that have not been heard; and, I, therefore, think that the safe course to pursue is to send copies of the report and of this memorandum to all concerned and require the applicants to add them as respondents so they may submit their views for consideration.

I know this is irregular, there has been much delay and the above course will involve more; this, however, is caused by the complainants not furnishing the Board with the facts, and leaving us to discover them as best we could.

Mr. Commissioner McLean concurred.

Cardston Board of Trade v. Alberta Railway & Irrigation Company.

The complaint was that the respondent corporation charged excessive passenger, freight and express tolls and did not furnish sufficient car service and passenger facilities.

The respondent company operate a railway and collieries, own large areas of irrigated lands and town lots and is the result of amalgamation of the Alberta Railway and Coal Company, the Canadian Northwest Irrigation Company, the St. Mary's River Railway and the Alberta Railway and Irrigation Company. The contention on behalf of the respondent company was that the toll should not be reduced and greater facilities furnished because the railway and irrigation works did not pay and the land and coal areas covered the deficit.

Judgment. Chief Commissioner Mabee, July 22, 1909.

The respondents operate a line of railway in Southern Alberta running southerly from Lethbridge; they own large areas of land that are being irrigated under an extensive system in course of construction by the company; they own and operate coal mines and have large numbers of town lots in Lethbridge and Raymond.

The present corporation is the result of an amalgamation in July, 1904, of four corporations, viz., the Alberta Railway and Coal Company, the Canadian Northwest Irrigation Company, the St. Mary's River Railway Company, and the Alberta Railway and Irrigation Company.

At the hearing, the Board was furnished with but little information as to the financial position of the company, or of the organization, financial history, capitalization of the four companies prior to the amalgamation. Since the hearing, the amalgamation agreement of July, 1904, and the directors' report for the year ending June 30, 1908, have been filed, and we have been left to spell out the position as best we could.

It may as well be said at once that the documents that have been given us, and such information as we were furnished with at the hearing, in no way present, with any minute detail, the financial history of this organization. Counsel told us at the hearing that all the outstanding stock, both common and debenture, represented actual cash invested. This may be quite true, and we have no doubt counsel was so instructed and fully believed to be the fact, but it is something that could be so easily proved and is of so much importance that we take the liberty of thinking should not have been left open to question. There are many complicated matters in the amalgamation agreement that do not explain themselves, and while desiring to studiously avoid in any way injuring the amalgamated corporation, it is difficult to approach a consideration of this matter without feeling that it is strange that there are so many points that have been left open and unexplained to the Board.

Owing to the variety of interests of the corporation and its various sources of revenue, each having its own incidental expense of production it was very necessary that the Board should be furnished with the fullest details.

The attack is made here upon the railway portion of the respondent's business; the report of June 30, 1908, has this item, 'net revenue from colliery, railways, canals, land sales, &c., $322,493.23.' Earlier in the report it is stated that coal sales of the year amounted to 208,016 tons as compared with 122,947 for the previous year; the gross earnings of the railway were $228,775.07 as compared with $197,608.09 for the previous year; the land sales aggregated 125,202 acres and realized $712,644.00; there were also sold during the year 3,206 acres in which the company had an interest with the Canadian Pacific Railway Company; the profit from the sale of town lots was $9,594; also that in connection with land sales there was in reserve $941,574.31; the receipts for the year from water rentals were $24,635.41 as compared with $18,969.78 for the previous year. It is stated that on June 30, 1908, the company had on hand 427,981 acres remaining unsold, in addition to many lots in Lethbridge and Raymond. The following extracts are taken from this same report:—

'Generally the prospects of the company are very encouraging. The crops of the district have proved most satisfactory; the lands sold by the company are being occupied and cultivated by well-to-do settlers, tending to increased railway earnings, to coal sales, and to the enhancement of the value of the company's lands and town lots. The Canadian Pacific Railway in its annual report this year, mentions that it has managed to secure such an interest in the company as will constitute a substantial control; and the report adds that their investment will prove a profitable one. Your directors congratulate the shareholders on the Canadian Pacific having become largely interested in the company, thus securing the active co-operation of that powerful and successful corporation.'

A statement sent to the Board subsequent to the hearing shows the earnings from the operation of the railway for the year ending June 30, 1908, to have been, including the sum of $10,046.69, being earnings from 'telegraph, telephone, and other sources,' $204,094.07 and not $228,775.07, as shown in the report of the directors, and this difference of $24,681 is to the extent of $23,914.41 explained in this way: 'The company, for the purpose of showing the railway earnings to better advantage, made a bookkeeping entry debiting the colliery with the switching charge of 12½ cents per ton on the total output for the year, and crediting the railway with the same.'

Now in one aspect of the situation this is an entirely domestic matter and something that the public have no business to inquire about, but as it arises here, it ceases to be a private bookkeeping matter of the company, and becomes one that the public is largely concerned in. The attack is that the freight and passenger tolls charged the public are too high; the answer is that the railway does not pay. It then appears that the railway hauls large quantities of coal, the property of the company, and that some one thought it was only fair to the railway company to credit it with $23,914.41, being 12½ cents per ton, as a 'switching charge' for the coal output. We are not informed what this switching movement consisted of and have no means of knowing whether 12½ cents per ton is too much or too little, or whether there are other services that might properly be credited to the railway company or not. This is given as an illustration why, in a case like the present, it is so necessary to be informed of all details of the company's business, and we think the company should have furnished such information.

Again, we were not informed of the total capital that was invested in the railways and terminals, as a separate undertaking from the other branches of the company's activities. The absence of this and other information which will readily suggest itself as being useful, hampers the Board in disposing of this case.

The report shows the company to be prosperous. A newspaper clipping was put in at the trial containing the following statement, to which no objection has since been taken: 'The following clipping is taken from the annual report of the Canadian Pacific Railway Company for the year ending June 30, 1908: "The Alberta Railway and Irrigation Company, owning 113 miles of railway in Southern Alberta, as well as an important colliery and about 425,000 acres of land, part of which is served by irrigation ditches, was operated by its owners as a close friendly connection of your company, yielding to our lines a large revenue from traffic interchanged, and furnishing the company and settlers along the railway a supply of coal. To insure a continuance of this desirable connection, your directors deem it prudent for the company to secure such an interest in the property as will constitute a substantial control, and they have arranged to do this at an approximate cost of $2,000,000. Apart from the traffic advantages thereby safeguarded, the investment itself will prove a profitable one."' This also indicates prosperity. Counsel told us at the hearing that 'the things paying are being used for the support of the railway and irrigation ends that are not paying. That is the size of it. Land and coal cover the deficits.' I endeavoured as far as possible at the hearing to get at the bottom of the matter, and although I have again gone over the notes of argument and the documents subsequently filed, I am unable to find evidence that there are deficits in the operation of the 'railway and irrigation ends.' In the first place, we are not furnished with the figures showing receipts and expenditures of each of these enterprises separately, and until that is done, as well as an intimate knowledge of capitalization acquired, we can make no finding of fact as to which, if any, are the weak sisters in this family, and treated as a whole, both the directors of the respondent corporation, and the Canadian Pacific, the recent purchasers of a controlling interest, regard the holdings as desirable; and treating the corporation as a whole, which is the way the matter is left upon our hands, we have no doubt that the views of the directors, and the purchasers of the stock, were well founded.

At the hearing, I endeavoured to get some idea of the amount of capital that was employed in this railway and its equipment, but was told no apportionment had ever been made, although the Department of Railways and Canals had repeatedly called for it, and the respondents have had much trouble from time to time over that matter.

We regard the control acquired over this road by the Canadian Pacific Railway Company a very material factor in this case. It was stated at the hearing, not by counsel for the respondent but by a gentleman who should know, that the Canadian Pacific Railway Company had acquired from 66 per cent to 70 per cent of the stock. This, of course, would place it in 'substantial control.' Now the only connection the respondent has in Canada is with the Canadian Pacific, and it has always been much dependent upon that railway company for its existence.

In addressing the last annual meeting of the shareholders, the president of the respondent company said that the demand for coal throughout the country exceeded the company's productive capacity, and that the tonnage sold depends wholly upon the Canadian Pacific Railway Company's car supply; and at the hearing the General Manager said the company had 'seven locomotives, six passenger coaches, several cabooses and box cars and coal cars. As far as the equipment is concerned, through freight business is usually carried in through cars, cars of foreign roads; we allow none of our equipment off our own road;' and again, when asked how many box cars the company had he said: 'We have probably ten of our own; they are in service very little.' It is naturally to be supposed now that the Canadian Pacific is in control of the respondent corporation that the facilities upon this railway will be greatly improved, and so far as the complaint covers deficient car service and insufficient passenger facilities, it may remain in abeyance, so that an opportunity may be given for improvement by the management, and after, say, six months, upon application by the complainants, if they find that course necessary, the Board will send one of its operating officials over the road, and will be guided by his report in directing any changes or improvements in train service and otherwise, that may be reasonable.

There is no separate express company operating over this railway, but express matter is handled by the company on its freight and mixed trains. No express tariffs have been filed, and it was said the same charges are made as are shown in the tariffs of the Dominion Express Company. Express packages are gathered and delivered in Lethbridge by the wagons of the Dominion Express Company, and respondents pay the latter for the service; the basis of such payments was not given to us. The company is in default regarding its express business. The law is imperative in its provisions regarding the filing of express tariffs, and provides that, no goods shall be carried by express unless and until the tariff of express tolls has been submitted to and filed with the Board, section 350. 'And express toll' means any toll, date or charge to be charged by the company, or any person or corporation other than the company to any persons for hire, or otherwise, for or in connection with the collecting, receiving, caring for, or handling of any goods for the purpose of being transported by express, or for any service incidental thereto, section 2, subsection 9. The whole express situation is now being considered by the Board, and its result will be applicable to the express business of this company, and nothing more need now be said as to this feature of the complaint, except that the company must at once prepare and file its tariff of express tolls and comply generally with the tariff clauses of the Act.

The questions then remain as to the complaints regarding the charges made for the transportation of passengers and freight. Prior to 1907, the company had been charging five cents per mile, and by an order of the Board of July 26, 1907, the company was directed to reduce its standard tariff to the basis of four cents per mile with return fares at 1⅔ times the rate for the single journey, and I understand the company has since been charging upon that basis.

In a report dated March 16, 1907, the Chief Traffic Officer of the Board expressed the opinion that passenger fares should be reduced to 3½ cents per mile, round-trip tickets to be one-sixth less. The passenger earnings for the year ending June 30, 1906, were $38,740.29; the passenger earnings for the year ending June 30, 1908, were $52,516.85. The section of the country through which this road operates is rapidly being settled and the population is increasing, and we see no reason why the passenger fares south of Lethbridge over this line should be higher than those north of Lethbridge over the Canadian Pacific road; the passenger fares must be reduced to three cents per mile, round-trip tickets to be one-sixth less, and standard passenger tariffs must be at once filed carrying these reductions into effect.

The Chief Traffic Officer of the Board reports to us that 'the territory in which the A. R. and I. operates is in all respects similar to that of the Canadian Pacific in Southern Alberta, and it is in my view that the A. R. and I. Company's freight rates, both standard and special, should not exceed those in effect for similar distances, and on similar commodities on the line of the Canadian Pacific between the Crowsnest Pass and its connection with that company's main line near Medicine Hat.' The impression I formed of the situation as developed during the argument, and from a perusal of the file and the great amount of correspondence attached to it as well as former reports of Mr. Hardwell, is in entire accord with his recommendation; and I have no doubt that it would have been much to the advantage of this company had it granted reasonable concessions upon some, at least, of the matters covered by the complaint.

The order of the Board will be:—

1. That the passenger fares shall not exceed three cents per mile; round-trip tickets to be sold by the company at one-sixth less. Standard passenger tariff to be filed carrying this direction into effect.

2. That the respondent company be required, where it has not already done so, to publish and file special tariffs of freight rates between all its stations on basis that shall not exceed those of the Canadian Pacific Railway Company for the same or similar distances and on the same commodities, as are or may be put into effect on the line of the Canadian Pacific Railway between the Crowsnest Pass and Coleridge on its main line.

3. That the respondent company be required to put into effect a special tariff of class rates from Lethbridge to all of the company's stations, which shall not be higher than the special class rate tariff of the Canadian Pacific Railway from Lethbridge for the same or for the nearest equivalent distances.

4. The foregoing tariff to be prepared, filed and published within thirty days.

5. That the complaints relating to the express service and charges, furnished and made, by the respondents shall stand for disposition when the general express inquiry is dealt with; but the respondents must forthwith file their express tariff of tolls as required by the Railway Act.

6. That if the complainants find such steps necessary, they may at the expiration of six months, renew their complaints regarding deficient car service and passenger facilities.

Mr. Commissioner McLean concurred.

The Maritime Cornmeal Mills of St. John, N.B. v. The Canadian Pacific Railway Company.

Judgment Mr. Commisioner McLean, July 31, 1909.

The applicant, Mr. G. W. Stewart, whose mills are located at St. John, N.B., complains that cornmeal millers situated in Ontario and Quebec undersell him in New Brunswick and Nova Scotia. He alleges that:

> The upper Canada mills get an export or ground in transit rate, which enables them to ship meal through Nova Scotia and New Brunswick at about 5½ cents cheaper than the millers here can manufacture it.

Mr. Stewart was unable at the hearing to re-inforce his complaint by any great amount of detailed information. He apparently assumed that his costs of production were as low as those of his competitors and that he utilized to as full an extent as his competitors the economies of advantageous buying. He held that any advantage afforded by open rates should be with him since his manufactured product has a shorter haul than that of his competitors in Quebec and Ontario. It may be noted in passing that Chatham millers complain of their inability to meet the competition of the St. John mills.

We are simply concerned with the question whether as a result of any species of manipulation of rates his competitors have the advantages he alleges. The careful investigation of the situation by the Chief Traffic Officer of the Board, shows that with the possible exception of the cornmeal mills located at Windsor the existing rates favour the St. John millers, corn moves from Detroit to Windsor for 2½ cents, while the rate on the finished product from Windsor to St. John is 15 cents, making a through rate of 17½ cents, the same as is paid by the applicant during the winter on his corn moving by rail from Detroit. In summer his corn moves for 2 cents less. No complaint was made regarding the Windsor mills.

> The applicant seemed to regard the Oliver Milling Company as his principal competitor. This firm's elevator and mill are at Mile End on the Canadian Pacific Railway back to Montreal. The Intercolonial also handles their shipments, absorbing the Canadian Pacific Railway interswitching charge. The Intercolonial Railway denies that it has any private arrangement with this firm, and I doubt very much if the Canadian Pacific Railway has any. The Oliver Milling Company has no milling-in-transit privilege, except that they and other western corn millers on the direct routes to the seaboard have the Canadian Pacific Railway or Grand Trunk Railway grinding-in-transit arrangement on ex-lake corn, at the through rate with 1 cent stop-over added; but this privilege applies only on cornmeal exported to foreign countries other than Newfoundland and the United States. There is no evidence that this export arrangement is

secretly manipulated to cover this New Brunswick and Nova Scotia out-put traffic, and I cannot see sufficient profit in the corn rates to the sea-board to prompt a rebate, even if the companies were so inclined.

The ex-lake corn rate from Georgian Bay ports and the elevators at Port Huron and Detroit to St. John is 9 cents per bushel, or 10·08 cents per 100 pounds. The lowest combination the Chatham miller can get by taking his corn from the Port Huron elevator is 20·89 cents; the best the Quaker Oats Company of Peterborough seems to be able to do is to take their corn from Midland and their combination is also 20·89 cents. The Oliver Milling Company would pay 12½ cents from the lake ports and 10 cents on the meal from Mile End, making their through rate from St. John 22½ cents. The applicant admitted that he could hold his own during the summer season.

On all-rail corn the rate Detroit to St. John is 17½ cents. If the western millers used Detroit all-rail corn the combinations would be Chatham 21 (6 plus 15), Peterborough 26 (11 plus 15). Mile End 23½ (13½ plus 10). The Oliver Milling Company's cornmeal rate from Mile End to St. John is 10 cents (until April 19, last it was 12½ cents); the St. John miller pays 4 cents more on his rail corn, therefore, the Oliver Milling Company would seem to be handicapped by 6 cents—and this is the firm to which the applicant frequently referred.

It has not been shown that a rebating arrangement is responsible for the disadvantage complained of by the applicant. The tariffs covering the traffic in question are in accordance with the law. Under these conditions there is no question of relief to be considered, and the complaint should be dismissed.

The Assistant Chief Commissioner concurred.

Order, dated August 7, 1909, dismissing the complaint issued.

The Canada Iron Corporation of St. Thomas v. Michigan Central Railroad Company.

This was an application of the Canada Iron Corporation, Limited, for an order directing the Michigan Central Railroad Company to refund to the applicants the sum of $348, being the amount of overcharge for tolls charged for switching cars to and from the works of the applicants in the city of St. Thomas, together with interest at the rate of five per cent per annum on the excessive payments from the date of each payment down to the date of the refund.

Judgment, Mr. Commissioner McLean, August 4, 1909.

The applicants seek the redress given in the case of the John Campbell Company, Limited, of St. Thomas. In this case the Michigan Central Railroad interswitching rates at St. Thomas were fixed at $3 per car. The order directed the railroad company to refund to the complainant from July 19, 1907, the difference between this charge and the charge of $6 per car, hitherto effective, with interest at 5 per cent.

In the present application the applicants allege that, bearing in mind the switching rates established by the foregoing order, they had been overcharged $348 on 116 cars in the period September 29, 1906, and June 1, 1908, and application is made for the same redress as in the Campbell case.

While the tariff establishing the $3 rate did not come into effect until June 4, 1908, the order of the Board in effect declared that, effective July 19, 1907, the reasonable switching charge was $3 per car. It is well established that normally the Board has no power to make a retroactive order. Whatever justification there is for the particular action outlined above, must be found in the special circumstances of the case.

Examination shows that this case can be distinguished as not falling within the general rule. Normally the reasonableness of a rate is a matter of evidence. The judgment of the Chief Commissioner in this case makes clear that no evidence was submitted by the railroad to show that the rate was reasonable. It was in fact admitted to be unreasonable, for the only justification alleged was that it was 'reciprocal'—more exactly a 'retaliatory'—rate brought into existence because of the action of another railway. The rate, then, was recognized as an unreasonable one from the date when the Board took official cognizance of the situation—namely, on July 19, 1907.

It follows from this situation that other shippers at St. Thomas forwarding or receiving goods during the same period and using the same switching facilities have the right to the same rate as the Campbell Company. That is to say that in the case of the present applicants the reasonable rate beginning July 19, 1907, not September 26, 1906, as claimed, was $3 per car.

As the situation presents itself to me, all we can say is that from July 19, 1907, the reasonable rate, as determined by the commission, is $3 per car.

I am unable to see where the Railway Act, either by explicit phrase or by implication, authorizes the Board to order a refund. My position is reinforced by the decision of the Board in the *British-American Oil Company* case. In the steps leading up to this decision the question of the Board's powers in regard to refunds engaged our attention. In ruling that a particular rate was unreasonable, because of the special circumstances of the case, from a date in the past, the Chief Commissioner said:

> We find that the legal toll chargeable upon the shipments in question was twenty cents per hundred pounds and that that toll is still in force, and the *respondents should be at liberty to refund the difference between that sum and the amount collected.*

This succinctly indicates the limit of our jurisdiction in this regard.

The Assistant Chief Commissioner concurred.

Plymouth Cordage Company v. Grand Trunk, Michigan Central and Wabash Railway Companies.

The Plymouth Cordage Company of Welland, Ontario, complained to the Board that freight rates from Welland, Ontario, to Canadian points are unjustly discriminatory as compared with rates from North Plymouth, Mass., Buffalo, N.Y., Auburn, N.Y., Detroit, Mich., and Chicago, Ill., and applied for a refund in connection with alleged overcharges.

Judgment Commissioner McLean, August 10, 1909.

A rate of 10 cents per hundred pounds on binder twine in carloads has, for some years, been in effect on the Grand Trunk, the Michigan Central, and Wabash Railways from Welland to Detroit and Port Huron. At the same time the rate from Welland to Sarnia and Windsor is 18 cents; other intermediate points are on a higher basis than the 10 cent rate. The applicants point to the rates from Auburn and North Plymouth as evidence of discrimination. From Auburn through this territory there is a rate of from 13 cents to 14 cents which is without exception, lower than the rate from Welland to the same mainline points up to and including Sarnia and Windsor. From North Plymouth the rates vary from 18 cents to 19 cents. Reliance is placed on the Auburn rate as showing discrimination. As evidence of apparent discrimination, reference may be made to the fact that the rate quoted from Auburn to St. Thomas, a distance of 104 miles, it is 15 cents. Application was made that the 10 cent rate, the Buffalo rate, be established as the maximum to intermediate points. It thus appears that the issue as made at the hearing was much narrower than that contained in the original application, in that it relied upon the Buffalo rate alone as the measure of the alleged discrimination.

In the course of the hearing, counsel thus narrowing the issue to that of Buffalo rates, based his application on Section 326 of the Railway Act, contending that the Buffalo rate, enjoyed by Welland, should be the maximum, thus placing the existing rates to intermediate points within the inhibitions of the 'long and short haul,' clause. It was also contended by counsel that the provisions of the order in the international rate case were by implication, applicable here. Various complications arise out of the inter-relation of classifications at the eastern and western gateways of the western peninsula of Ontario. These are set forth by the Chief Traffic Officer of the Board:

> Binder twine, in carloads, is carried from Welland at the 5th class tariff rates in accordance with the Canadian classification—there is no commodity schedule. In the Official Classification twine of all kinds is rated 4th class in carloads; but in practice binder twine for harvesters is carried at 6th class throughout what seems to be the entire Central Freight Association and Trunk Line territories in the United States, also between United States points and points in Ontario on the direct lines between Niagara, Detroit and St. Clair rivers; to Ontario points off these direct lines 5th class rates are charged. If the companies applied these lower than 4th class bases by specific commodity tariffs these would be in effect only from the few points where binder twine is actually manufactured; but they do it, instead, by an 'Excetpion to the Official Classification,' which makes the arrangement a general one from other points, including Buffalo, where no binder twine is made. From Buffalo, however, it is only the Michigan Central that applies the 6th class basis; the Grand Trunk does so only to Detroit, Port Huron, and United States points west—to its Canadian stations this company applies neither the 6th nor 5th, so that the complainants are wrong in making a comparison to Grand Trunk stations with anything lower than the full 4th class from Buffalo.
>
> As regards the order of the Board No. 3258 (the International and Toronto Board of Trade cases), complainants take the position that if the Board had been asked to do so at the time that order would have been made to apply west-bound as well as east-bound. The order related to east-bound rates only, as the west-bound situation was not before the Board. In effect, however, by the rescisson of clause '1' of the order, and by making the 'town, tariffs operative both ways, the provisions of the order, so far as the *class* rates are concerned, practically do apply in both directions. Scale 'A' of that order was framed so that the first-class rates from Windsor, as the maxima, should not exceed the first-class from Detroit, and the lower classes were graduated in accordance with the Canadian scale, for the Detroit tariff could not be made the standard without either adopting the Official Classification in Canada, or dislocating the Canadian rate scale. The first-class rate from Buffalo to Windsor and Sarnia being the same as from Detroit and Port Huron to Canadian points on the Niagara river, it follows that the class tariff from Welland to Ontario points west is, so far as the Board can make it, no higher than from Buffalo; the first-class rates in the majority of cases are, in fact, lower; and notwithstanding the different rate scales under the two classifications, the 4th class from Welland (which would apply were the Official Classification adopted without the 'exceptions') are but little higher than the 4th class from Buffalo. But here the complainants cite clause 'j' of order 3258, as amended by order 3617, and say that as the commodity rate on binder twine from Buffalo and Detroit to Port Huron is 10 cents, and on the Michigan Central is the rate to Windsor and Sarnia, also, that rate could not be exceeded to intermediate points if the Board would make the declaration that with respect to traffic from points on the Canadian side of the Niagara river order 3258 applies westbound also, so that commodity as well as class rates would be affected. Obviously the Board can do this; or it can decide to limit the scope of its inquiry to the particular commodity in question, namely, binder twine.

I am not satisfied that we should make such a general declaration in advance of a wider investigation than is brought before us. Nor is it clear that it would afford adequate relief if a declaration were made as to the commodity rate on binder twine from Buffalo for, as the Board's Traffic Officer points out:

> The railway companies might without injury to themselves, seeing that binder twine is not produced in Buffalo, cancel the application of the Exceptional Classification from that city, or by substituting commodity tariffs on binder twine, would exclude Buffalo as a shipping point.

Aside from the question, whether the Board should give the construction to the international rate order which is asked for, there is the more important question what injury, if any, is inflicted upon the applicant by the existing situation. As the matter presents itself to me, the question of the Buffalo rate has no bearing on the question whether the rates intermediate between Welland and Detroit and Port Huron are discriminatory. Buffalo does not manufacture binder twine and the rate is, in effect, a paper one. So far as the existing rate from Welland to Port Huron and Detroit is concerned it is in reality a rate for furtherance.

The Chief Traffic Officer of the Board has made a recommendation that the Welland rates to intermediate points be scaled down to the Auburn basis. After careful consideration I find myself unable to accept this recommendation.

As has already been indicated the rate quotations do, on the face of them, appear to show very grave discrepancies. In view of the fact that binder twine comes in free of duty, it might be expected that the lower rate basis would mean serious competition between Auburn and Welland. It is, however, alleged by the railways that there is no movement of binder twine from Auburn into Canada. The applicants do not controvert this statement. It follows, then, that under existing conditions and notwithstanding the lower rate basis there is no competition. The rate is, in effect, a paper rate and cannot be used as a measure of the reasonableness of rates from Welland to intermediate Canadian points. If a different state of facts arise, it would be pertinent to consider the Auburn rate.

I am of opinion that the complaint in regard to discrimination should be dismissed.

APPLICATION FOR REFUND.

The Chief Traffic Officer of the Board states:

> *Reparation.*—The claim for reparation covers nine carloads, namely, two to Wallaceburg, one each to Dresden, Wheatley, Ridgetown, Chatham, Essex, Tilbury, and St. Thomas. With the exception of the shipments to Wallaceburg, Dresden, and Wheatley, the rates charged were in accordance with the tariffs lawfully published and filed, and the Railway Act does not give the Board the authority to order reparation in such cases. To Wallaceburg, Dresden, and Wheatley, however, the rate charged, namely, 20 cents per 100 pounds, was taken from a commodity tariff issued in June, 1907, (C.R.C. 977) which ought to have been amended when the Michigan Central issued its 'town' tariff from Welland under the provisions of order 3258. Having drawn the attention of the company's division freight agent at Buffalo to this omission, he writes me that a supplement correcting the tariff is being issued. The lawful rate to these three points was the 5th class rate of 18 cents per 100 pounds as prescribed by the Board and in accordance with the Canadian Classification. As the company's freight claims agent has taken the ground that the rate charged was the legal rate, the company should be directed to refund the over charge of 2 cents per 100 pounds on these three carloads.

On the four cars shipped to Wallaceburg, Dresden and Wheatley a rate of 20 cents was charged when the legal rate was 18 cents. The company should be authorized to refund the difference between the 18 cent rate and the 20 cent rate as charged.

The Assistant Chief Commissioner concurred.

Order, in accordance with judgment, dated August 10, 1909, issued.

Later application was made on behalf of the complainant for a re-hearing of the complaint upon the ground that the judgment given was opposed—to the facts, the law in the matter and the general public interests. This application was heard at the sittings of the Board held in Ottawa, March 10, 1910. Judgment reserved.

Canadian Freight Association v. Fruit Growers' Association of Ontario.

In October, 1904, the Board gave judgment in the complaint brought by the Ontario Fruit Growers' Association regarding freight rates on fruit. Section 'B' of the operative portion of the order based on this judgment is as follows:—

> That fruit described in the current Canadian Freight Classification as 'Fruit Fresh' be carried in baskets, boxes, or crates on the following described reduced basis of rates, viz:—
>
> Between all stations in Ontario, east of Sault Ste. Marie and Fort William. and between all stations in Quebec, and interprovincially between Ontario and Quebec, also from stations in Ontario and Quebec to stations in New Brunswick and Nova Scotia, at 4th class rates in carloads of not less than 20,000 lbs., instead of 3rd class as at present, and at second-class rates in less than carload lots of 10,000 lbs. or over, instead of first-class as at present. Also from stations in Ontario and Quebec to Winnipeg, Portage la Prairie and Brandon. at 4th class rates in carloads of not less than 20,000 lbs. instead of at 3rd class as at present.
>
> It is understood, in all cases, that the total charges on a smaller lot shall not be greater than the total charges on a larger lot at the next lower rate as indicated above.

The present application is for an order rescinding that part of section 'B' fixing the rates on fruit in car lots from eastern Canada to Winnipeg, Portage la Prairie and Brandon.

In view of the exhaustive presentation of the matter made at the hearing of the original application in 1904, no oral evidence was offered, the parties being permitted to present their argument in writing.

Judgment of the Board delivered by Mr. Commissioner McLean, September 16, 1909:—

The Canadian Freight Association bases its application on various grounds.

(1) *Development of other Distributing Centres.*—It is alleged that in addition to Winnipeg, Portage la Prairie and Brandon, there are other western points which are now in a position to receive fruit in carloads for redistribution as well as for local consumption. The Ontario Fruit Growers' Association agrees with this. The Freight Association is, however, of the opinion that this changed condition no longer justifies the points mentioned receiving special treatment. It is feared that the existing rate situation will create demands for rate reductions in the further west. It is stated that:

> The special rates then granted have made the matter one of serious embarrassment, with the result that if the order of the Board cannot be amended as to these points, the revenue of the railways will be materially and unnecessarily depleted to all of their other territory west of Fort William.

The rates which the Canadian Freight Association complains of were arrived at as a result of much correspondence between Messrs. Loud and Bunting. In a letter on file under date of September 2, 1904, Mr. Loud said, in referring to the rate concession:—

> It is not all the fruit growers asked, but it is as much as we feel we can consistently grant them——

It also appears, from a letter on file under date of October 1, 1904, that the Fruit Growers' Association desired to have the rate concessions apply to all towns and cities of Canada capable of receiving carloads of fruit. Here again a compromise was arrived at.

It would, therefore, appear that in these compromises the railways had ample opportunity to forecast the conditions now complained of. Whether or not rate concessions on fruit should be made to points west of Portage la Prairie and Brandon is a matter which is not material to the present application. I am unable to hold that rates so arrived at by compromise should be removed because it is complained that rate difficulties may arise at points further west.

(2) *Statement that rates granted in 1904 produce combinations lower than the existing third-class through rates to a very large number of points.*—A statement was submitted showing a comparison of existing through rates with possible combinations. The evident intent of this statement proceeds from the idea that where there is such an excess of a through rate over a rate combination based on the rates granted in 1904, the higher rate may be successfully attacked as inherently unreasonable. This is not conclusive. It appears to me that an analogous situation was dealt with by the Board in its decision in Through Rates v. Combination of Locals, where in referring to commodity rates it was said:—

> A commodity rate is established because of special conditions of volume of traffic, competition, &c. I for one cannot conclude in advance of an investigation that such a commodity rate in respect of traffic moving between two given points is in any sense the measure of the reasonableness of a through rate to a point beyond. The railway should be free to exercise its discretion, subject always to meeting any complaints which may arise in regard to the longer distance rate.

(3) *It is alleged that the rates charged on fruit are unprofitable.*—In support of this contention it is stated:—

> . . . . the rate to Winnipeg from Toronto and common points is 66 cents per 100 lbs. Deducting cartage of 3 cents per 100 lbs.—as warehouse delivery is taken, *i.e.,* cartage is not performed—the rate is 63 cents. The lake and rail rate on articles of iron from Toronto to Winnipeg is 65 cents, or 63 cents with cartage deducted. The minimum weight on articles of iron is 24,000 lbs., but, in practice, the average load is at least 30,000 lbs. The result is that the railways are carrying fruit at a less revenue per car than the coarser articles of iron, in addition to which fruit is of a perishable nature and had to be transported in refrigerator cars and given expedited service, and in many instances the refrigerator cars returned to the east empty.

Admitting the existence of low earnings in fruit, it does not appear that this is pertinent to the argument that rates should be raised. For the comparison between fruit rates and iron rates was as much in point in 1904 as it is now. Nor is it alleged that the fruit tonnage has not increased since 1904.

(4) *Increase of Fruit Tonnage Independent of Low Rates.*—The answer of the fruit shippers shows that there have been great increases of fruit tonnage since 1904. This is admitted by the railways. The fruit shippers show that whereas, to cite one example, the St. Catharines Cold Storage and Forwarding Company shipped one car to the west in 1904, in 1908 it shipped 68 cars. It is also shown that in the district around St. Catharines the shipping associations have grown from three to thirty-five in the period of 1904 to 1908, and that the majority of these are selling their produce in the western provinces. Reference is made to the expanding trade

in grapes. For example, last year one western firm purchased and shipped from Ontario points one hundred cars of grapes which were shipped over the Grand Trunk, Chicago and Northwestern and Canadian Northern. Reference is also made to the development during 1909 of strawberry shipments to the west. It is admitted by both parties that there has been increase of tonnage.

While the Canadian Freight Association recognizes this increase of tonnage, it minimizes the effect of the rate decreases by an argument which, to my mind, is more ingenious than convincing. It is stated that:—

> the railways do not believe the reductions made in the rates at that time have, in themselves, in any way increased the volume of traffic, and that other points which did not receive the benefit of any reduced rates would show a relative increase indicating that it is the increase in population and changed conditions in the western country rather than any reduction in rates, that has brought about any increased movement in the fruit traffic.

This does not afford any safe ground on which to build a conclusion. It is pure argument, not statement of facts. In the absence of disproof it would appear to be common sense to assume that the lower rate basis has had some effect in developing the demand for fruit.

The changes in commercial conditions to which reference is made by the Canadian Freight Association, do not appear to be sufficient to justify our granting the application. In view of the exhaustive discussion, both oral and written, which led up to the arrangement now before us, I am unable to see why, in the absence of more exact information than is before us, this well considered compromise should be departed from.

The application should therefore be dismissed.

Application dismissed accordingly.

Bonners' Ferry Lumber Company, Limited, v. The Great Northern Railway Company.

The complainants allege violation of the 'long and short haul' clause of the Railway Act.

Judgment Commissioner McLean, September 27, 1909:—

The Bonners' Ferry Lumber Company, of Bonners' Ferry, Idaho, purchased some small lots of goods from the branch of the Ashdown Hardware Company located at Nelson. These goods were shipped from Nelson and billed by the initial carrier to Gateway, B.C. The depot at Gateway is on the international boundary; part of the depot being in British Columbia and the other part in Montana.

Gateway is a point intermediate to Fernie. The short line Canadian Pacific Railway mileage from Nelson to Fernie is 197 miles, while by the Great Northern route over which the goods moved, the distance from Nelson to Fernie is 476 miles. In meeting the short line mileage no necessary obligation is created to apply the same basis on intermediate distances not subjected to the same short line mileage competition.

It is stated that the applicants were assured that the shipments would move from Nelson to Gateway, B.C., on the Fernie rate. The goods moved on this rate and payment of charges on this basis was apparently accepted. Later there was a refusal to protect this rate and the applicants were billed for under charges. No tariff basis either for so applying the Fernie rate or for the undercharges over which contest arises is anywhere before us. The applicants contend that the charging of a higher rate for the intermediate distance to Gateway, B.C., as compared with a lower rate on the longer haul to Fernie is in violation of the 'long and short haul' clause contained in subsection 5 of section 315 of the Railway Act. But, the Fernie rate is a competitive one, and this contention advanced by the applicants must fail.

The question is, what, if any, rate was available for the movement between Nelson and Gateway, B.C. The Fernie rates and the rates the applicants were subsequently asked to pay are as follows:

—	Fernie rate.	Rates subsequently billed.
	cts.	$ cts.
1st class	83	4 32
2nd "	69	1 83
4th "	41	1 30

The Assistant Traffic Manager of the Great Northern Railway states that the rates from Nelson to Gateway, B.C., are based on combinations on Spokane. It also appears that a basing point rate made up of a combination of Nelson-Fernie and Fernie-back to Gateway, B.C., may be built up. Goods might move under either of the following combinations:

—	COMBINATION ON FERNIE.		COMBINATION ON SPOKANE.	
	1st Class.	2nd Class.	3rd Class.	4th Class.
	$ cts.	$ cts.	$ cts.	$ cts.
Nelson-Spokane	1 25	1 06	0 88	0 75
Spokane-Gateway, B.C	1 10	0 94	0 77	0 66
	2 35	2 00	1 65	1 41
Nelson-Fernie	0 83	0 69	0 55	0 41
Fernie-Gateway, B.C	0 54	0 48	0 38	0 29
	1 37	1 17	0 93	0 70

From the examples given above, it will appear that neither of the combinations will explain how the rate dealt with in the bill for undercharges was arrived at.

To my mind the material point is, the admission of the Assistant Traffic Manager of the Great Northern in his letters of August 5, and August 10, 1909, on file with the Board, that the Great Northern has no through rate between Nelson and Gateway, B.C.

Section 335 of the Railway Act states that:—

> When traffic is to pass over any continuous route from a point in Canada through a foreign country into Canada———and such route is operated by two or more companies whether Canadian or foreign, the several companies shall file with the Board a joint tariff for such continuous route.

The matter falls within the scope of this section.

(1) There is a continuous route.

(2) The provisions as to operation by two or more companies, whether Canadian or foreign, are met because we have a route made up as follows:

(a) Nelson and Fort Sheppard Railway to the boundary.

(b) Spokane Falls and Northern, thence to Spokane.

(c) Great Northern, thence to Rexford.

(d) Montana and Great Northern, thence to the boundary.

(e) Crowsnest Southern, to destination.

The mandatory provision of this section that a joint tariff shall be filed as a condition precedent to the traffic passing over the continuous route in question has not been complied with. Not only is there not at present a through rate between Nelson and Gateway, B.C., there never has been filed with the Board a tariff of class or other rates between these points. The collection of tolls between Nelson and Gateway, B.C., is, until Section 335 is complied with, in clear violation not only of this Section. but also of Section 314, subsection 5:

> Nor shall the company charge, levy or collect any money for any service as a common carrier except under the provisions of this Act.

The tariffs on file with the Board show that no joint tariff from Nelson covers the stations on the Crowsnest Southern from Gateway, B.C., to Cedar Valley Lumber Company's spur inclusive. Whether traffic passes between Nelson and these points does not appear.

From the correspondence on file it would appear that the neglect to comply with the provisions of Section 335 is to some extent due to a confusion as to the respective terms of the Railway Act and of the Act to regulate commerce. No order need at present issue. It is sufficient to state that until the provisions of Section 335 are complied with, it is illegal to collect tolls on the traffic falling within the scope of the section.

Rogers v. The Canadian Express Company.

The complaint was that on June 9 a skiff and equipment were delivered to the Dorval, Que., agent of the Canadian Express Company for delivery to complainant at Aylmer, Que. They did not arrive in due course, and upon inquiry at the respondent company's office at Ottawa it was learned that they had been shipped to Aylmer, Ont. The receipt received from the agent of the company at Dorval described the destination as 'Aylmer, Ont., near Ottawa.' Complainant demanded the company to deliver the skiff in Ottawa, the office of the company nearest the point of address, at which point she alleged the company agreed to deliver it, and stated that she would pay only the charges from Dorval to Ottawa direct. The boat was accordingly sent from Aylmer, Ontario, to Ottawa, but before the company would deliver, demanded the payment of express charges amounting to $17.25. This amount was paid under protest and complainant applies to the Board for redress.

The Express Company states that the shipment was unaddressed when brought to the station at Dorval and was shipped to Mrs. Rogers, Aylmer, Ont., and that they were justified in the carriage of the shipment to that point.

Judgment, Chief Commissioner Mabee, November 11, 1909.

I have gone through the correspondence filed in this matter, and it is clear the Board has no jurisdiction to entertain the complaint, and had the matter been brought to my attention earlier, I would have stopped the proceedings at the inception and left the complainant to obtain redress, if entitled to any, in the courts. As the matter stands it is the dispute as to who is responsible for the skiff being waybilled to the wrong address—assuming that if the inquiry were pursued by the Board it was found to have been the neglect of the agent of the Express Company, the Board could grant no redress because it is not empowered by the Railway Act to direct Express Companies to make compensation for the negligence, carelessness, or oversight of its officers or agents—these matters remain for the courts to consider.

It will not be gathered from the foregoing that any opinion is being expressed as to who is responsible for the error in way-billing, and reference is made to the matter merely for the purpose of showing that the Board has no jurisdiction over the claim.

The complainant must be left to her rights in the courts.

It appears some error arose in computing the express charge, and that feature of the contest is the only one the Board could investigate. The company offers to refund the excess above the proper toll for the round-about course the skiff took, and so nothing is left for the Board to do but refuse to interfere. If complainant can place the fault upon the company for the error, the court can afford her adequate relief.

The Columbia Flouring Mills Company v. The Canadian Pacific Railway Company.

The Columbia Flouring Mills Company complained to the Board that the Canadian Pacific Railway were not complying with section 236 of the Railway Act with respect to the company's railway over the crossing at Mill street, in the town of Enderby, B.C.

Section 236 provides that where the railway crosses a highway at rail level the top of the rail may rise above or sink below the level of the highway, to the extent of one inch without being deemed an obstruction.

Judgment, Chief Commissioner Mabee, April 27, 1909.

Where the track of the respondent crosses Mill Street in the city of Enderby, B.C., the rails are in some places more than 4½ inches above the level of the street. Under the law, upon this state of facts, the company is obstructing the street. The applicants allege they have appealed many times to the company to remedy the matter but are always met with refusal. At the hearing it was alleged by counsel for the respondent that there was no street at the point in question, the company being then required to overcome the *prima facie* evidence of the highway, being such in fact by reason of public user, now admit it to be a street, and alleges that it finds it has no title to any portion of what is known as Mill Street. Now, it is apparent that the company has been in error in this matter from the beginning, and from the stupidity or unreasonableness, or both, upon the part of some one, the complaints have for a long time been put to much trouble and annoyance in carting their mill stuff over this obstruction and have been compelled to appeal to the Board, and we have had the trouble of listening to argument, and of correspondence since the hearing. The respondents have had the trouble and expense of attending the hearing, the secretary has been to trouble in looking the matter up since the case was heard. Now, I would like to know what is the sense of all this? Had not the company some one in authority near the spot to see that this complaint was looked into and rectified if the company were in the wrong? So far as I am concerned I do not intend to again be put to all this trouble over so small a matter, and if railways propose to have such trifling complaints come to the Board from all over the country, when the slightest investigation would have shown them to be in the wrong, the Board will adopt the policy of ordering the railway companies to pay the costs of complainants when they succeed; indeed, in this case had the complainants been put to the expense of employing counsel or attending the hearing, the respondents would have been ordered to pay their costs.

An order will go requiring the respondents to forthwith change the location of their rails where the railway crosses Mill street, in Enderby, so the top of the rails shall not rise above or sink below the level of the highway, to the extent of more than one inch.

Mr. Commissioner McLean concurred.

Order dated March 5, 1910, directing the railway company to forthwith change the location of its rails, issued in accordance with the judgment.

Bell Telephone Company v. Nipissing Power Company.

The Bell Telephone Company applied to the Board under section 246 of the Railway Act for an order restraining the Nipissing Power Company, of Toronto, Ontario, from crossing the wires of the applicant between Powassan and North Bay along the highway known as the Nipissing road with their high tension wires until permission of the Board had been obtained.

Judgment Chief Commissioner Mabee, November 17, 1909:—

This matter is by no means free from doubt, but my brother commissioner is strongly impressed with the merits and is of the opinion that the order should go.

It may be as well to give briefly the reasons why we come to the conclusion that the application should be granted.

The foundation of the Railway Act requiring power companies to get the leave of the Railway Board before they are permitted to cross railways is, I take it, that the crossing of the high tension power wire may be properly guarded with the view of eliminating danger and risk to the public in using the railway. The practice has been that where power wires cross railways under the authority of the Dominion Railway Board, application is made for leave to cross, and after a very great amount of careful study by the electrical engineer of the Board, standard specifications have been adopted that are intended to eliminate, as far as possible, the danger at the crossing, in the event of short circuits or breaks in the high tension power wire.

Now it is not denied that the like or similar danger exists where the high tension wire crosses a telephone line, and it is clear that the necessity for the protective features connected with the high tension wire exists to the like or the same extent that it does where it crosses a railway. So we have the fundamental feature, namely, the protection of the public, in both instances. So that if it was proper in the interest of the public to guard the railway where the high power wire crosses, it is equally necessary to guard the telephone line at the same point.

But, of course, the necessity for this does not give the Board jurisdiction unless the Railway Act is reasonably clear in conferring jurisdiction at points like the one in question. Now the section that has been referred to by the counsel for the applicant, No. 5 of 7 and 8 Edw. VII., makes the Railway Act generally applicable to telephone companies with the exception of certain named sections that appear in the body of section 5. It is left to the Board to say, it seems to us, under the broad provisions of section 5, what sections of the Railway Act (other than those that are expressly named) may reasonably be applicable to telephone companies. If it is in the interest of the public to prevent danger to life and property that protective feature should be required where a high power wire crosses a telephone wire, why is it not reasonable that the same protective features should be required at a crossing of that kind as are required where a high power wire crosses a railway line? The section touching wires, 246 of the Act, says that no lines of wires for telegraphs, telephones or for the conveyance of light, heat, power or electricity shall be erected, placed or maintained across a railway without the leave of the Board. I am loth to come to the conclusion, still it seems to me that it is not unreasonable to say that a clause of that kind, appearing in the Railway Act, should have application to a telephone line as well as to a railway line. Some discussion has been had because the respondent here is a provincial corporation. No one in the country entertains stronger views than I do as to the desirability of the line of jurisdiction between the federal and provincial authorities being closely lived up to. Personally, I am of the opinion that the provincial sphere of legislation should be supreme and should be left untouched by any federal power or any federal court or any federal controlling tribunal. But of necessity where a concern incorporated under provincial authority crosses a steam railway under the jurisdiction of Parliament, application has to be made by the provincial company to the Railway Board of Canada for leave to cross that federal railway. The same principle applies to the present position. The Nipissing Power Company is incorporated under the Ontario Joint Stock Company's Act. While the Railway Board of Canada should in no way trespass upon the powers conferred by the Ontario statute upon the Nipissing Power Company, yet when the Nipissing Power Company desires, in the furthering of its works, to cross a railway under the jurisdiction of the Parliament of Canada it is compelled to come to the Railway Board for the purpose of getting leave to so cross and this Board has made orders of that kind upon the application of the Nipissing Power Company. If we are right in our construction of the Act, and if these clauses have reasonable application to a telephone company, then it is only asking the Ontario corporation to do the same thing, to take the same steps and follow the same procedure with reference to this telephone company, which is a federal creature, that it has to do with reference to the crossing of a Dominion railway obtaining its charter from the same federal source; so it does not seem that arriving at the conclusion that these sections have application to a telephone company in any way trenches upon the rights conferred by the legislature of Ontario upon the respondents. It is merely requiring them to take the same procedure, the same steps where they desire to extend their works across this telephone line that it is admitted upon all hands they have to take where they are desiring to extend their wires across a Dominion railway. For these reasons we are of the opinion that we are compelled to hold that this section is applicable and that the order should be granted.

If the respondents so desire, in so far as there are any legal questions arising in this application, they may have leave to go to the Supreme Court to have it finally determined whether we are right in the view that we take, and, expressing a personal and selfish view, I shall not be disappointed if the Supreme Court does not form the same opinion of it that we have.

Mr. Commissioner Mills concurred.

Baker, Reynolds & Company v. The Canadian Pacific Railway Company.

The Baker, Reynolds Company applied to the Board for an order directing the respondent company to refund what they alleged to be a direct over-charge on a large number of cars of lumber shipped from Pacific coast points over the respondent company's railway to Brownlee, Tugaski and Outlet, Saskatchewan, stations upon what is now operated as the Tuxford branch of the Canadian Pacific Railway, and which connects with the main line at Moosejaw. The published rates from Moosejaw were 49 cents on cedar lumber and shingles and 40 cents on fir and spruce lumber. The company's first tariff was published to Tuxford April 11, 1908, at the same rates as to Moosejaw; to Brownlee and Tugaski, September 30, 1908, and to Outlook December 2, 1908. The rates to these three stations being the same on fir and spruce as to Moosejaw and Tuxford, namely, 40 cents, and one cent over Tuxford and Moosejaw or 50 cents on cedar lumber and shingles.

The lumber in question was way-billed to Tuxford, as the end of the operated line, with the addition of 2 cents to Brownlee and 3 cents to Tugaski and Outlook. It is the excess of the through rates over the published and filed as for operation that is complained of.

Counsel for the respondent company contended that where operation of branch line has not been authorized by the Board at the time the construction tariffs were issued, it would be useless to file them, as the Board would have no authority to approve them, and that it was not necessary that such tariffs be filed with the Board.

Judgment Chief Commissioner Mabee, dated December 17, 1909:—

Section 261 provides that no railway, or portion thereof, shall be opened for the carriage of traffic, *other than for the purposes of the construction of the railway* by the company, until leave therefor has been obtained from the Board. This makes it clear that a railway company cannot use the road in course of construction for other purposes than carrying construction material.

Subsection 7 of section 261 provides that the Board, upon being satisfied that public convenience will be served thereby, may after obtaining a report of an inspecting engineer, allow the company to carry *freight* traffic over any portion of the railway not opened for the carriage of traffic generally. This might apply where the company was anxious to convenience settlers before the road was ready for opening generally.

Section 327 provides for filing standard freight tariffs, and subsection 4 prohibits the company from charging any toll until the provisions of the section have been complied with.

Subsection 5 of section 314 prohibits a company charging, levying, or collecting any money for any service as a common carrier, except under the provisions of the Railway Act.

In the face of all this, it is said a company may carry traffic during construction without the road having been inspected and without tariffs being filed. This contention is entirely untenable. The tolls charged in the case in question were all illegally collected and in violation of the express provisions of the statute. It is said that the company do not desire to be hampered and delayed by carrying any sort of traffic during construction, and that it is done only to convenience settlers in those new districts. With this position, of course, one is in entire sympathy; but there is no law that I know of that permits it, except upon compliance with the terms of the Act. Tariffs are made out entitled 'Canadian Pacific Railway *Construction Department*,' 'Canadian Northern Railway Construction Department in connection with Canadian Northern Railway.' These are supposed to apply to lines during construction and are not filed with the Board. I know of no authority in the Act for this practice, and none has been pointed out to us. It is all illegal; moneys paid to the compaines for service under these alleged tariffs have been illegally levied. The persons responsible for the issue and use of these tariffs have subjected themselves to the penalties provided for by the Act. Where is there any authority to issue tariffs in the name of a construction department? Is this a department of the railway company or is it a firm of contractors? And, if the latter, where is there authority to operate a railway, issue tariffs and collect tolls? If it exists it must be somewhere else than in the Railway Act.

I have before me a tariff issued by what is called the construction department of the Canadian Pacific Railway Company. It has printed upon it the following: 'During construction of Sheho extension—pending the completion and *taking over by this company* of the extension east of Lanigan (now under construction), for the convenience of settlers, &c., &c.' I have another Canadian Northern tariff attempted to be made applicable to its Mayfield extension during construction with the words 'pending the completion and taking over by this company, &c., &c.,' printed upon it. This tariff has also printed upon it at the foot '*MacKenzie, Mann & Company, Limited, Contractors,*' along with the names of the traffic officers of the Canadian Northern Railway Company. I do not know why this practice has been adopted, or why it is continued in the face of the Act.

Let copies of Mr. Hardwell's report and of this memorandum, as well as Mr. McLean's, be sent to the complainants and the Canadian Pacific, Canadian Northern, and the Grand Trunk Pacific Railway Companies.

The Assistant Chief and Mr. Commissioner McLean concurred.

The Canadian Northern Railway Company v. The Grand Trunk Railway Company and the Canadian Pacific Railway Company. Muskoka Rates.

Judgment, Chief Commissioner Mabee, November 22, 1909:

The original application of the Canadian Northern Railway Company was as follows:—

'The Canadian Northern Ontario Railway Company, hereinafter called the 'Applicant Company,' hereby applies to the Board for an order, under Section 317 of the Railway Act, directing the Grand Trunk Railway Company and the Canadian Pacific Railway Company, hereinafter called the 'Respondent Companies,' to provide facilities for passengers desiring to travel from or through points on the lines of the respondent companies, or either of them to points on the line of the applicant company and its connections, and to issue tickets at through rates accordingly.

'2. The applicant company states that the respondent companies decline to allow railways in the United States to issue through tickets to stations on the applicant company's railway and connections, using either the Grand Trunk Railway or the Canadian Pacific Railway to Toronto, and decline to permit the issue of through tickets to points on the applicant company's railway and connections via Toronto from stations in Canada east of the St. Clair frontier.

'3. The applicant company submits that the through rail tourist fares agreed to and from the Niagara frontier on business for Sparrow lake, Muskoka lakes, Parry Sound, and other territory reached directly by the applicant company and its connections, and which now apply via Grand Trunk or Canadian Pacific rail route to Toronto and thence either Grand Trunk or Canadian Pacific Railways and connections to destinations, should be made to apply via Grand Trunk or Canadian Pacific railways rail route to Toronto and thence via the applicant company's railway and connections to destination, and that the divisions on tourist fares from Niagara Falls which the Grand Trunk and Canadian Pacific Railways accept on tourist business interchanged between these lines at Toronto over their rail route should be accepted also by the Grand Trunk and Canadian Pacific railways on tourist traffic ticketed via the applicant company's railway and connections from Toronto, so that no obstruction be offered to the public desirous of using the applicant company's railway as a continuous line of communication.

'4. The applicant company states that up to the present time the respondent companies have excluded the applicant company from the list of railways with which they are interchanging passenger traffic. Canadian Pacific Special Circular No. 4628, C.R.C. No. E 673, dated November 26, 1907, dealing with Christmas and New Year's fares shows that passengers desiring to travel from points on the Canadian Pacific Railway to stations on other Canadian lines, with the exception of the applicant company's railway, can purchase through tickets to destination, and like conditions exist with respect to instructions issued by the Grand Trunk Railway Company, as shown by Grand Trunk Railway Circular No. 2177, C.R.C No. E. 653.

'5. The applicant company further states that the conditions existing with respect to Christmas and New Year's fares as above explained apply generally on other passenger business during other portions of the year, as hereinafter explained.

'6. The Canadian Pacific Railway Company permits lines in the United States and their agents in eastern Canada, when passengers so desire it, to issue through tickets to such points as Beaverton, Ontario, and Washago, Ontario (which are reached by both the Grand Trunk Railway and the applicant company's railway), via the Canadian Pacific rail route to Toronto and thence via Grand Trunk from Toronto, but does not permit similar ticketing via the applicant company's railway, the all rail fares from Niagara Falls to Beaverton and Washago being shown on the Niagara frontier summer rates committee tariff for season 1908 as applying only via Toronto and Grand Trunk Railway.

'7. The Canadian Pacific Railway Company permits lines in the United States and their agents in eastern Canada, when passengers so desire it, to issue through tickets to Severn (which is the Grand Trunk port for resorts on Sparrow lake), via Canadian Pacific rail route to Toronto and thence via Grand Trunk, but does not permit similar ticketing via Toronto, and the applicant company's railway to Hamlet or Sparrow lake (which are the applicant company's ports for resorts on Sparrow lake), although such territory is reached only by the Grand Trunk and applicant company's railways, thus placing obstructions in the way of passengers desiring to use the Canadian Pacific railway route to Toronto and thence the applicant company's railway to Sparrow lake or Hamlet.

8. The Canadian Pacific Railway permits lines in the United States and their agent in eastern Canada, when passengers so desire it, to issue through tickets to ports on Muskoka lakes via Canadian Pacific Railway rail route to Toronto and thence via Grand Trunk Railway to Muskoka Wharf (which is the Grand Trunk port for Muskoka lakes), and thence via Muskoka Lakes Navigation Company to destination, but does not permit similar ticketing via Toronto and applicant company's railway to Bala Park or Lake Joseph (which are the applicant company's ports for Muskoka lakes), and thence Muskoka Lakes Navigation Company to destination.

9. The applicant company states that during the tourist season of 1907 through tickets were issued by certain United States lines to stations on the applicant company's railway via Niagara Frontier and Canadian Pacific rail route to Toronto, thence via the applicant company's railway to destination to passengers desiring to travel in that way, but that the United States lines were compelled to discontinue the issue of such tickets via the applicant company's railway.

10. That the Grand Trunk Railway Company permits lines in the United States and their agents in eastern Canada, when passengers so desire it, to issue through tickets to points on the Canadian Pacific Railway via various junction points, but does not permit similar ticketing to points on the applicant company's railway.

11. That the Grand Trunk Railway Company permits lines in the United States and their agents in eastern Canada, when passengers so desire it, to issue through tickets to points on Muskoka lakes via Grand Trunk to Toronto, thence Canadian Pacific Railway to Bala (which is the Canadian Pacific port for Muskoka lakes), and thence via Muskoka Lakes Navigation Company to destination, but does not permit similar through ticketing via Grand Trunk to Toronto, thence via the applicant company's railway to Bala Park or Lake Joseph (which are the applicant company's ports for Muskoka lakes), and thence via Muskoka Lakes Navigation Company to destination.

12. That the Grand Trunk Railway Company permits lines in the United States and their agents in eastern Canada, when passengers so desire it, to issue through tickets to Parry Sound via James Bay Junction, and thence via the applicant company's railway, thus giving the Grand Trunk Railway Company the long haul (the applicant company's haul from James Bay Junction to Parry Sound being only four miles), but does not permit, even when passengers desire same, the issue of through tickets to Parry Sound via Toronto, and thence via the applicant company's railway.

13. The applicant company is now issuing to passengers who desire same through tickets from all its stations to points on the Grand Trunk and Canadian Pacific Railways and connections via either James Bay Junction or Toronto, as desired by the passengers, and submits that this arrangement should be reciprocal.

14. The applicant company states that the question of through ticketing has been taken up by it with the respondent companies, but that they have both refused to accede to the request of the applicant company for such through ticketing.

15. The applicant company states that the refusal of the respondent companies referred to has caused considerable inconvenience to the travelling public, both from the United States and from points in eastern Canada, by compelling the passengers

to purchase local tickets and check baggage to Toronto only, where they are compelled to buy other tickets over tho applicant company's railway and have their baggage rechecked to final destination, thus preventing passengers from using the two lines of railway as a continuous line of communication, as contemplated by the Railway Act.

16. The applicant company submits that the refusal of the respondent companies to allow their agents and other lines to issue through tickets to passengers desiring to travel from or through points on the lines of the respondent companies, or either of them to points on the line of the applicant company and its connections is unjust discrimination against the applicant company and contrary to the interest of passengers desiring to purchase such through tickets, and is contrary to the provisions of the Railway Act, and the applicant company therefore applies for an order to restrain the respondent companies from continuing such discrimination, and to compel the respondent companies to issue through tickets as mentioned in paragraph 1 hereof.

This complaint was heard on April 23, and the following order was made:—

'Upon the hearing of counsel for the applicant company and the respondent companies, the evidence adduced, and what was alleged, and upon the report of the Chief Traffic Officer—

'1. It is ordered that the applicant company and the respondent companies be, and they are hereby, required to agree upon, publish and file tariffs of joint passenger tolls, arranging the proper apportionment thereof. to apply on passenger traffic interchanged between the said companies, other than that having its origin at the respondent companies' points or with companies that connect with and deliver to the respondent companies, and destined to points common to the applicant company's and the respondent companies' lines.

'2. And it is further ordered that the other requests contained in the application herein, be, and the same are hereby refused.'

Counsel for the applicant, upon the argument of the original case, asked for an order compelling the respondents to permit American lines to issue through tickets entitling passengers to change to the applicant's lines at Toronto, but it was thought that the jurisdiction of the Board to work out such an order was doubtful, and so that relief was not granted.

Later on some difference of opinion arose between the companies as to the meaning and scope of clause 1 of the above order, and in October a ruling was made by the Board which, I undertsand, has been complied with.

On October 28 a complaint came to the Board from the Keystone Camping Club of Pittsburg, Pennsylvania, to the effect that its members could not purchase through tickets from Pittsburg to points upon the lines of the Canadian Northern. After a large amount of correspondence, this matter, together with a number of similar complaints from other persons came on for hearing on April 28, when the following order was made:—

'Upon hearing the application at the sittings of the Board held in the city of Toronto on April 28, in the presence of counsel for the Canadian Northern, the Grand Trunk, and the Canadian Pacific Railway companies, no one appearing for the complainants at the hearing, and what was alleged by counsel aforesaid—

'It is ordered that the Grand Trunk and the Canadian Pacific Railway companies be, and they are hereby, directed to honour from the international boundary and in respect of their lines in Canada, any through tickets and through baggage checking arrangements issued and provided by initial United States railways from points in the United States to non-competitive points on the Canadian Northern Ontario Railway.'

Immediately upon this order being issued, correspondence took place between the general passenger agents of the three railway companies, and in a memorandum from the general passenger agent of the Canadian Northern to the Chief Solicitor of that Company of June 12, 1909, a copy of which was filed, the request is made that 'as to fully provide for through ticketing to our points, it should be ordered, that the Grand Trunk and Canadian Pacific Companies publish fares and the apportionment thereof *from points of interchange with their American connections* to non-competitive points on the Canadian Northern Ontario Railway, such fares to cover tourist and other traffic and be identical with those now in effect by the Grand Trunk and Canadian Pacific Railways to the same district.'

The portion above underscored presents a feature of the case not covered by either of the orders in question.

In a letter from the Assistant Solicitor of the Canadian Northern Railway Company of July 28, the following statement appears—'The situation in a nut-shell seems to be this—The Grand Trunk and Canadian Pacific Railways are not refusing to honour through tickets which are issued, but we understand that they have suggested to certain American railways that they prefer that they should not issue through tickets over their lines, and although some American railways are issuing through tickets, others are not. If the Board compelled the Grand Trunk and Canadian Pacific Railways to put on like tariffs from *frontier points,* to points on our line, it would settle the difference at once, as all American roads could, if a passenger insisted, issue through tickets on the basis of these tariffs.'

A further statement of the contention of the applicant appears in a letter from their Assistant Solicitor of October 20, in which it is stated that the companies (the Grand Trunk and Canadian Pacific Railways), are not complying with the *intention* of the order of May 6, and that if the Board intends the order to become effective, it will be necessary to make some further specific order, and it is then suggested that the Grand Trunk and Canadian Pacific Railway Companies should be ordered to file tariffs from frontier *American* points to non-competitive points upon the line of the Canadian Northern.

The Canadian Pacific and Grand Trunk Railway Companies filed answers to the above request, and took objection to the jurisdiction of the Board to require them to file tariffs covering traffic moved by them within the United States.

So far as I could gather from all that was said upon the argument, and from all the correspondence attached to the file, the Grand Trunk and Canadian Pacific Railway Companies are not in default as to the orders issued. Tariffs have been filed pursuant to those orders; they have been honouring all tickets that have been issued; and the orders have been in all respects complied with; the difficulty apparently is they do not go far enough to give the applicants what they desire. There is no doubt that the Grand Trunk and Canadian Pacific Railway Companies have not been assisting the Canadian Northern in the attempt of the latter to share in the Muskoka business. There was, however, nothing that appeared that indicated any evasion of any rights the applicant had acquired under orders already made. The American lines, it is said, cannot issue through tickets, because the tariffs filed by the respondents are from frontier points *in Canada,* while the business is exchanged at frontier points in the *United States,* viz.: Detroit, Buffalo, and Niagara Falls, New York; so when the Pittsburgh passenger asks for a through ticket to an exclusive Canadian northern point, he is told there is no tariff between Buffalo and Bridgeburg, or Niagara Falls, N.Y., and Niagara Falls, Ontario, as the case may be. The Grand Trunk and Canadian Pacific Railway Companies have constructed the term *International boundary,* in the order of May 6, as not meaning some point in the United States, and in this I think they are correct.

The single question involved in this application it seems is whether this Board can require these companies to file tariffs on this traffic from Detroit, Niagara Falls, N.Y., and Buffalo. The distance from the points of transfer to the boundary line is short, but it is outside of Canada, and it is traffic that falls within the jurisdiction of the Interstate Commerce Commission.

It is true that some sort of jurisdiction or control might be exercised over the actions of those companies in United States territory by reason of their being incorporated in Canada, having their head offices, &c., in Canada, but the answer to the wisdom of any such attempt is that as to their operation in the United States, they are subject to the laws of another country and to the jurisdiction of another commission. If this Board attempted to follow or control for the distance of one mile into the United States, so far as the principle is concerned, it might as well go a hundred or a thousand miles. The applicants' difficulty lies in the fact that the three points of transfer covering the bulk of this traffic lie in the United States. This would seem to be authorized by section 156 of the Railway Act, 'in so far as permitted by the laws there in force.'

In the judgment of Mr. Commissioner McLean, of May 5, which was the foundation of the order of May 6, it is stated 'The Board has no jurisdiction in regard to the rate charged by the railway or railways in the United States up to the International boundary. . . . The very moment that this traffic crosses the International boundary, whether this be a dividing point on land or water, it falls within the jurisdiction of the Board.'

This seems the only safe and reasonable course to follow in the various matters that come before the Board in connection with international traffic. We have had difficulties in the past with this class of traffic, and doubtless in the future many more complex and troublesome cases will arise, and it seems from every point of view it would be both unwise and improper to attempt, by any sort of side wind, the assertion of any extra territorial jurisdiction whatever.

Again, even if the Board required the respondents to 'file' tariffs from *American frontier* points to these Canadian Northern Muskoka points, where should these tariffs be filed? It has not been argued that this Board could compel their filing with the Interstate Commerce Commission at Washington—of course, such a contention could hardly be argued—and if they were filed with this Board only, I do not know to what extent, if any, the American railways would pay any attention to them. It would seem that to be effective and legal in the United States, they would have to be filed there; so in every aspect of the case it would seem this Board can go no farther than it has already gone, and the application must be refused.

Judgment of Mr. Commissioner Mills, in dissent:

If this is wholly a question of law, I have nothing to say. If, however, it is, as appears from the language used, not merely a question of law but also a question of expediency, I am unable to concur in the judgment of the Chief Commissioner.

So long as the provisions of the Railway Act are not clear and specific on the question, the mere fact that it suits the convenience of a Canadian railway company to interchange traffic with United States railways, on the Michigan side of the Detroit river and the New York side of the Niagara river, rather than on the Canadian side of the said rivers, should not, in my opinion, oust the jurisdiction of the Board of Railway Commissioners for Canada to require the said Canadian company to issue, in the case of international traffic, a joint tariff affecting the Canadian portion of the said traffic (passenger and freight traffic) from the point of interchange at or in the immediate vicinity of the International boundary, to points in Canada.

Technically the points of origin—Detroit, Buffalo, and Niagara Falls, N.Y.—are under the jurisdiction of the Interstate Commerce Commission, but the haulage, the service, is practically all within Canada; and I cannot for a moment believe that the Interstate Commerce Commission would think of questioning the right of the Canadian Commission to control Canadian traffic, merely on the ground that the said traffic originates on the United States side, instead of in the middle or on the Canadian side, of the Detroit and Niagara rivers.

I may add that the Board of Railway Commissioners for Canada, on at least two occasions, in the years 1907 and 1909, ordered a reduction of rates from frontier points on the United States side of the International boundary, to points in Canada. See order No. 4062, dated November 4, 1907, reducing rates on coal from Rouse's Point, New York, to Côteau Junction and St. Polycarpe, in Quebec; also order No. 6168, dated February 3, 1909, reducing the rate on coal from Suspension Bridge, N.Y., Black Rock, and Buffalo to Lindsay, Ont. These orders have been complied with by the railway companies, without demur; and the Interstate Commerce Commission has not intervened.

In fact, the possible intervention of the Interstate Commerce Commission, on a legal technicality such as that relied upon by the respondent companies in this case, is, I think, a mere bugaboo; and therefore, my opinion is, that the respondent companies (the Grand Trunk and Canadian Pacific) should each be directed forthwith to file and publish, in the usual way, a joint tariff and the apportionment thereof from frontier points (at or in the immediate vicinity of the International boundary) used for the interchange of traffic between Canadian and United States railways, and from Canadian points on its lines of railway (the Grand Trunk or the Canadian Pacific, as the case may be), to all points on the Canadian Northern—Toronto to Sudbury line—not reached by the railway of the company issuing the joint tariff; such joint tariffs to cover tourist and other traffic and be identical in scope and effect with those now used by the Grand Trunk and Canadian Pacific Railway Companies to points on their respective lines in the same districts.

Further, if the respondent companies, notwithstanding the facts and circumstances in the case, continue to press the question of jurisdiction on the ground of legal technicality, then, on the ground of unjust discrimination against the Canadian Northern Railway Company, the Board can and I think should disallow the joint tariffs which the said companies issued and have in effect to points on their respective lines of railway in the same districts.

While it may not be possible for the Board to dispose satisfactorily of all the points at issue in this case, it should, I think, in the interest of the travelling public as well as the applicant company, go as far as it can towards a reasonable solution of the problem.

The Assistant Chief and Mr. Commissioner McLean concurred with the Chief Commissioner.

Telegraph Case—Counting of Words in Domestic Messages.

The transportation department of the Canadian Manufacturers' Association complained to the Board against the Great Northwestern, the Canadian Pacific and Western Union Telegraph Companies, respecting the proposed amendment to rule 4 of their tariffs in connection with the transmission of code messages between points in Canada.

The complaint was heard at a sitting of the Board, composed of the Chief Commissioner, Assistant Chief Commissioner, and Mr. Commissioner McLean, held in Ottawa, December 21, 1909, at which the telegraph companies and the complainant association were represented.

The facts are fully set forth in the judgment of the Board delivered orally by the Chief Commissioner at the hearing.

Judgment Chief Commissioner Mabee:—

This matter comes before us on an application made by the manager of the transportation department of the Canadian Manufacturers' Association received sometime in the latter part of November, and which affects the allowance by the Board of a proposed change in the rule, which was received in the office of the Railway Commission on September 20, and filed in the office of the Chief Traffic Officer, but which bears date of August 14, and purports to be a notice sent by the general manager of the Great Northwestern Telegraph Company to all managers and agents of that company.

The object of this notice sent us by the manager of the company is to amend rule No. 4, which forms part of the former tariff. It seems to us that the filing of this as an amendment to the tariff proposed by the telegraph companies is a mistake, and we are of the opinion that the amendment should have been placed before the Board in quite a different form, and should have covered matters not covered by this document which it would appear is simply a circular to managers and agents.

As a result of the complaint I have referred to, made on behalf of the Manufacturers' Association, the Board thought that that change should not be brought into effect as respects domestic traffic until those concerned and affected by it might have an opportunity of presenting their views and a hearing was fixed for the 21st of this month.

It seems that by some misunderstanding or mistake the true intention of the Board was not apparently conveyed to the telegraph companies, and as has been pointed out during the discussion all that we intended to place any restriction on in the interval was as to domestic traffic.

We fully appreciated that with respect to international traffic there were very grave questions that would have to be considered before the activities of the Board could be exercised, if at all.

However, our intention went to the telegraph companies wrongly, and they have been complying with what they understood to be our direction with respect to all classes of traffic. All I can say with reference to that is, that I trust the misunderstanding will not have inconvenienced them to too great an extent.

Now, with respect to this proposed change within the limits of the Dominion of Canada, to which our sphere of jurisdiction must be confined, we are all of the opinion that this proposal by the telegraph companies is not unreasonable. We believe that the request made by the telegraph companies in this application is not unreasonable, and we think we are not in error when we express our views of the situation somewhat in this way:—A number of years ago a system of code forms that has been in vogue ever since was permitted by the telegraph companies. I should fancy that at that time it was a concession or privilege given to their patrons which the telegraph companies were probably not compelled to allow. But in order to facilitate and encourage business, they permitted the formation of various combinations of words, which were formed into a code and under which business men and commercial men were able to convey in their correspondence long sentences expressed in a single word. This was necessarily cutting severely into the revenues of the telegraph companies. It was a concession and a privilege given by the telegraph companies to the public generally and which, as I have said, probably under the law at that time, they were not compelled to extend to them.

Now, we have no doubt whatever, that when these privileges were given to the public by the telegraph companies it never could have been in the mind of those who at that time thought it not unwise to grant these privileges, they would ever be developed or extended to the extent now existing, I cannot conceive that those who gave these privileges to the public at that time could have thought that any one could form such combinations and keep them at all within reasonable bounds, as apparently the code makers have developed—one word covering whole sentences in some instances that we see here, one word covering twenty words and so on—I say this without any disrespect or reflection upon the code makers, the result of whose efforts has displayed the greatest genius and indeed in the interest of the public, but working we think clearly to the great detriment and loading up of the telegraph companies who were compelled to transmit these code messages which caused delay, and at the expense of longer messages, for which the telegraph companies would receive more money. We think that these combinations and ciphers work unreasonable hardships on the telegraph compaines, not only in so far as their revenues are concerned, but also on account of the increased liability to error, and to the taking up of the time of the operators in transmitting these cipher messages over their lines, and the obstruction of general commercial business. We all think it is perfectly apparent that these cipher messages must take up the time of the operators to a very much greater extent than the transmission of ordinary messages. It is said that it takes from 75 per cent to 150 per cent longer time in the transmission of these cipher messages than in the transmission of ordinary English words.

From the evidence and from the inspection of these codes that we have had the opportunity of making, we think that that estimate is probably none too high. It has been represented to us, by those who oppose the change proposed by the telegraph companies, that the proposed change let in the words of eight different languages. Personally, I think it is extremely unfortunate that that has to be so, but it is not anything that we can deal with.

It is said by the telegraph companies that this vocabulary is forced upon them, that they are bound to observe it and to recognize every word in that vocabulary as a word they have to carry notwithstanding what may be the number of letters in it.

All that this proposed change in the rule will result in is as to those artificial words, they shall be limited to five letters and, if any words of more than five letters enters into the formation of a code word, that then each five letters or fraction thereof shall make a word under the new rule.

I think the rule is badly worded, but so long as it does not create confusion, and so long as it carries out the intention of those who will have to put it in force no serious criticism of it can be made on that account.

We do not regard this application as necessarily increasing the tolls upon code messages. We are of the opinion that these codes can be so reconstructed that those whose business necessitates the use of a code system of transmission of messages need pay no higher toll than they are paying now.

It has not been suggested by anybody that these artificial words cannot be confined to five letters, although it may be that in working out the rule one may not be able to get quite so great a number of words into a message represented by one code word. It appears from the evidence that the rule—if the operation of it is suspended for a reasonable time to enable those using codes to get them into shape—will not have the effect of increasing the tariffs to the users of codes.

It has been suggested that in view of the lapse of time that has taken place since last August, when notice was first given, three months might be sufficient for the suspension of this rule, and that after three months it might be allowed to come into force.

We are of the opinion, however, that the interests of those who have invested their money and established their business under this system of codes that we are discussing, should not be jeopardized, and if we err—we had better, perhaps, err on the liberal side rather than postpone the coming into force of the rule for too short a period. Upon the whole we are of opinion that this rule—embodied in proper tariffs, and not merely as a direction to agents which Mr. Beatty mentioned during the discussion—may be brought into force not earlier than the 1st day of July next. That will give the people interested ample opportunity to adjust their business to this changed situation without in any way levying any increase on their payments.

Order dated December 22, 1909, approving the proposed amendments, when embodied in proper tariffs and filed by the telegraph companies, to be brought into force not earlier than July 1, 1910, issued accordingly.

Metallic Shingles. Application of Kemp Manufacturing Company and Winnipeg Ceiling and Roofing Company, of Winnipeg.

The Kemp Manufacturing Company and the Winnipeg Ceiling and Roofing Company applied, under Section 315 of the Railway Act, for an order directing the railway companies to equalize their freight rates on metallic shingles and metallic siding from eastern points to Manitoba, Saskatchewan and Alberta as against the freight rates charged on the unmanufactured material.

Judgment Commissioner McLean, December 21, 1909.

This application was heard in Winnipeg in March of the present year. The Canadian Pacific Railway Company was given permission to submit a statement elaborating some material traffic matter. This they subsequently did. Later, various Ontario manufacturers interested in the same kind of manufacture desired to intervene. In view of the full opportunity given these manufacturers to submit evidence during the former hearing which led up to the issuance of the order, No. 653, dated July 5, 1905, it was deemed sufficient to permit them to present their position in written arguments. These were subsequently submitted.

The application before us asks for the rescinding of order No. 653, in so far as it relates to, or has affected shipments to points west of and including Port Arthur, Ontario, from points in Canada east thereof and from Winnipeg and St. Boniface, Manitoba. This order was issued as the result of an application on behalf of the Canadian Manufacturers' Association and various manufacturers of metallic shingles and siding for an order reducing the rating of these commodities from 5th class and placing them in the 7th class. The order instead of granting the relief in the form asked for, directed that metallic shingles and siding in carloads should be given a commodity rating equal to the class rating that they had enjoyed when carried in carloads on 7th class for a considerable period of time prior to March, 1901.

The steps leading up to this are set forth in the judgment of the late Chief Commissioner as well as in the exhaustive reports of the Chief Traffic Officer of the Board. The effect of the new commodity rating was to give the finished material —the shingle and siding—a lower rate than was charged on the raw material.

The Chief Commissioner recognized in his judgment that the arrangement was contrary to the ordinary principles of classification. He said:—

> It appears to me that, having reference to the nature of the commodities in question, if the work of classification was now being undertaken for the first time, these articles would naturally fall within the 5th class. If, as is now the case, the raw material was being put in the 5th class, there would be strong reasons for not putting the manufactured articles in any lower class.

That railways had their own volition for a period of eleven years, from 1890 to 1901, carried the finished material in the 7th class. It was indeed pleaded that this was the result of a mistake. But, a mistake persisted in for eleven years becomes a habit. The maintenance of such an anomalous system of rating for such a period of time placed the burden of proof that it was not unreasonable on the railways.

If the railways choose to be illogical in the arrangement of their classification or of their rates, there is no necessity for the Board's intervention as a mere arbiter of logic. The Board's function here is concerned with the prevention or correction of grievances. It is interested in the logic of the situation only when the creation or continuance of an illogical arrangement results in an unjust discrimination against some portion of the public. It is patent that there is a burden of obligation on the Board to attempt to redress such unjust discrimination when it has been created by the volition of a railway or railways. It needs no elaboration that the same burden rests on the Board. if as a consequence of the continuance of one of its orders or the emergence of conditions not existent when such order was made, an unjust discrimination develops.

The raw material, black plates, Canada plates and galvanized sheets used in the manufacture of metallic shingles and siding, may be obtained either from Wales or from Pittsburg. It does not appear with any exactness what is the relative use of the two sources of supply. It is admitted by all the parties to the application that the Welsh plate is used to a much greater extent. The applicants state that they make use exclusively of Welsh plate.

Reverting to the original order which it is now sought to rescind, the Chief Commissioner's judgment established that the departure from classification logic was under then existing circumstances justifiable. It is true that in the earlier stages of the proceedings leading up to that order a letter was received, under date of July 15, 1904, in which the Winnipeg Ceiling and Roofing Company protested against the finished material being given a lower rating than that in force on the raw material. While the report of the Chief Traffic Officer of the Board, under date of February 21, 1905, refers to this protest, a consideration of the judgment of Chief Commissioner Killam shows no reference to this matter, and further shows that this matter in no way affected any part of the reasoning of the judgment. It is clear, to quote the words of the Chief Traffic Officer of the Board, in his report on the application now before us:

> The judgment was based on the continuance for many years of the reduced rating which the companies had established in 1890.

The judgment shows that what weighed with the Chief Commissioner was that the railways had of their own volition for a period of eleven years carried the finished material in the seventh class. The continuance for a period of time of such an anomalous system of rating placed on the railways the onus of rebutting the presumption that this arrangement was reasonable. This was not conclusively done by the railways.

The demand for metallic shingles and sidings, so far as the west is concerned, arises almost wholly in connection with the construction of elevators and warehouses at points west of Winnipeg. Consequently any rate comparison must take into consideration points to which actual distribution is made.

The following comparative tables from the report of the Chief Traffic Officer of the Board show the existing situation in respect of rates and cartage charges which have to be incurred in laying down the commodity. They illustrate the traffic effects of Toronto and Montreal competition at points west of Winnipeg with the product manufactured at Winnipeg.

WELSH PLATE.

MANUFACTURED AT MONTREAL VS. WINNIPEG.

—	Board's Commodity Basis.	Regular Tariff Basis.
Note 1. Plates, Cardiff to Montreal	18½	18½
" 2. Shingles, Montreal to Brandon	62=80½	76=94½
" 3. Plates, Cardiff to Winnipeg	70	70
" 4. Shingles, Winnipeg to Brandon	19=89	21=91
Difference in favour of Montreal	8½	
" " of Winnipeg		3½

WELSH PLATE.

Manufactured at Montreal vs. Winnipeg—*Continued.*

——	Board's Commodity Basis.	Regular Tariff Basis.
Note 1. Plates, Cardiff to Montreal	18½	18½
" 2. Shingles, Montreal to Calgary	97=115½	129=147½
" 3. Plates, Cardiff to Winnipeg	70	70
" 4. Shingles, Winnipeg to Calgary	56=126	71=141
Difference in favour of Montreal	....	
" " of Winnipeg	10½	6½

Note 1. Wharfage, 1c., Cartage, 3c. added.
" 2. Montreal cartage not added. Factory on siding.
" 3. Winnipeg cartage deducted. "
" 4. " not added. "

Manufactured at Toronto vs. Winnipeg.

	Board's Commodity Basis.	Regular Tariff Basis.
Note 1. Plates, Cardiff to Montreal	14½	14½
" 2. " Montreal to Toronto	15½	15½
" 3. Shingles, Toronto to Brandon	64=94	78=108
" 4. Plates, Cardiff to Winnipeg	70	70
" 5. Shingles, Winnipeg to Brandon	19=89	21= 91
Difference in favour of Winnipeg	5	
" " "	....	17

	Board's Commodity Basis.	Regular Tariff Basis.
Note 1. Plates, Cardiff to Montreal	14½	14½
" 2. " Montreal to Toronto	15½	15½
" 3. Shingles, Toronto to Calgary	99=129	131=161
" 4. Plates, Cardiff to Winnipeg	70	70
" 5. Shingles, Winnipeg to Calgary	56=126	71=141
Difference in favour of Winnipeg	3	
" " "	....	30

Note 1. Wharfage not added (prorated between S.S. Co. and Ry. Co.)
" 2. 13½ cents plus Toronto Cartage (Import tariff includes Montreal terminals).
" 3. Toronto cartage added. Not on siding.
" 4. Winnipeg cartage deducted. Located on siding.
" 5. " not added. "

From the foregoing tables may be ascertained what conditions of traffic advantage or disadvantage exist. In traffic differences I include cartage charges, where such exist. A recognition of the cartage charges is essential as indicating what are the total traffic charges in handling the commodity to destination. It prevents unfair rate comparisions, based on rates to points where no cartage charges exist, as compared with points where such charges do exist. The following summary compiled from the preceding tables summarizes the net traffic differences—a disadvantage to the Winnipeg manufacturer being represented by a minus sign, while an advantage is represented by a plus sign.

Welsh Plate.

Shipments to Brandon, Winnipeg.		Shipments to Calgary, Winnipeg.	
Montreal	−8½ cents.	Montreal	−10½ cents.
Toronto	+5 "	Toronto	+ 3 "

As already indicated, Pittsburg plate plays a negligible part in the business. Presumably the fact that the Welsh plate has the advantage of the preference, while the Pittsburg plate comes in subject to a duty is in part responsible for this. From tables contained in the report of the Chief Traffic Officer of the Board, a summary similar to that given above, is prepared.

PITTSBURG PLATE.

Shipments to Brandon, Winnipeg.		Shipments to Calgary, Winnipeg.	
Montreal	+5¼ cents.	Montreal	+3¼ cents.
Toronto	+5¼ "	Toronto	+3¼ "

These summaries show that, in respect of Welsh plate Montreal has a traffic advantage over Winnipeg. It is on the Montreal situation that the applicants base their claim.

The applicants allege that at times they buy their raw material from jobbers in Montreal, and that they are thereby subjected to an especial rate disadvantage in that they have to carry forward raw material to Winnipeg, manufacture it there, and sell it in a common market in competition with the product manufactured at Montreal, which has gone forward on a lower rate. The intervenors in their written argument challenge the accuracy of the statement that purchases of raw material are made in Montreal. I do not think that this matter is of any great importance one way or another. It is merely a question of emergency buying, and no general conclusion is to be built on it. It is, I take it, merely illustrative of the existing situation.

The central fact is that of Montreal manufacture and competition. The allegation that there is manufacture of metallic shingles and sheeting at Montreal which enter into competition with the product manufactured at Winnipeg is contested. It appears, however, that there is a considerable volume of metallic shingles and sheeting manufactured at Montreal, going forward from that point to Winnipeg.

It is being established that there is, as between the Montreal and the Winnipeg manufacturer trade competition, and it being further established that the former has a rate advantage as compared with the latter, the question remains: is such advantage undue or unjust.

It is a natural trade condition for manufacturers, conditions of capital and demand being satisfactory, to carry forward the raw material to the point most economically adjacent to the centres of demand and then manufacture it. Normally this means that the long haul of the raw material is at a low rate, while a higher rate is on the finished material from point of manufacture to point of destination. Some times both the raw and the finished materials may be in the same class. To find the raw material classed higher is abnormal. The natural trade condition spoken of is constantly shown in the contest of various centres over distributing rates. Whether a centre shall have a distributing territory tributary to it, and what that territory shall be, is something which in general, in my opinion, lies outside of the scope of the Board's functions. It is a matter which must be left to general trade conditions to adjust. The Board becomes interested in it only because of some complaint of discrimination or unreasonableness of rate.

In regard to the Winnipeg situation, conditions now differ materially from those existing when the Board dealt with the matter in 1905. There is now an established industry at Winnipeg. This factor which was in 1905 negligible, must now be considered

It is not for the Board to attempt to direct trade development. This is something which must be worked out in other ways. But, for the Board to stand on the former order, regardless of changed industrial conditions, is for it to place a traffic obstacle in the way of legitimate trade development.

I am, therefore, of opinion that order No. 653 should be rescinded in so far as it relates to shipments and within the territories hereinbefore described.

The Chief Commissioner concurred.

Order in accordance with the judgment, dated December 21, 1909, issued.

Application of the Rat Portage Lumber Company, Limited, for an order under sections 314, 318, 321 and 323 of the Railway Act for an order directing the Canadian Northern Railway Company to reduce its tolls for carrying saw-logs from the Rainy river and other points adjacent thereto to the mills of the applicant company. Heard at Winnipeg, March 10, 1909.

Judgment, March 10, 1909.

Hon. Mr. MABEE.—It seems to me that the only landmark and anchorage that we have in this matter, and in this my brother commissioner concurs, is the Act of the Manitoba legislature passed in the 61st year of her late Majesty's reign.

Now, it seems that at that time certain railway aids were being given and certain guarantees entered into by the Manitoba government. As a condition of accepting the guarantee provided in that Act, the government imposed upon the railway a certain scale of charges that they were not to be allowed to exceed with reference to the hauling of cordwood (which does not arise upon this application), and upon pine and spruce logs.

The railway company, in accepting the government guarantee came within the provisions of the statute and were bound to accept the burden along with the benefit.

One of the burdens, and the one that is in dispute here was that for 150 miles or from the point where the railway touches Rainy river, to the city of Winnipeg, the toll should not exceed $2.50 per thousand feet board measure.

Now then, the contract made with the government was that for 150 miles, or from the point where the railway touched Rainy river, the railway was bound to haul pine and spruce logs to points on its own line at a charge not to exceed $2.50 per thousand feet board measure.

The guarantee is still in existence. This statutory contract runs during the term of the guarantee. So that while that guarantee is still outstanding, the railway company is compelled, by virtue of the terms of that statute, to haul at that rate, or at a rate not exceeding the $2.50 per thousand feet.

Now, I think there can be no dispute raised by any one with the situation as far as I have gone. The wording of the Act is clear. It is not ambiguous. There is no dispute about the facts. The guarantee is still outstanding, and that is a condition that is imposed upon the railway company.

The difficulty arises because in 1903 an arrangement was made, or attempted to be made, whereby, with reference to certain portions of the route covered by the Act I have just referred to, the tolls were to be in some instances slightly exceeded for the haulage of pine and spruce logs.

There were negotiations on foot between the president of the Rat Portage Lumber Company and the traffic manager of the Canadian Northern Railway in Winnipeg in November of 1903, which led to the writing of the letter of that date which has been read, and which defines certain tolls that it is said had been arranged upon. And, there were also certain matters regarding a spur, and the expropriation of the land required for the spur, referred to in the communication, and the letter winds up with the statement 'will you kindly note your acceptance on the face of the copy of the letter attached and return to me for my office record?'

Now the letter written in reply by the manager of the lumber company was not an unconditional acceptance of the letter written by Mr. Shaw. It dealt with some of the matters referred to and closed with the statement: 'That upon the return of Mr. Cameron he would see Mr. Shaw and discuss the matter with him.'

Then it is said that there was afterwards a conversation when this was arranged.

Then I presume that from that time, from the end of 1903, until about the beginning of August, 1905, the tolls were paid upon that basis.

Then in June of 1905 an application was filed by the lumber company with the Railway Board, setting forth with elaborate details the various statutes bearing upon the particular matter in dispute, giving the history of the different charters and their provisions, and the terms upon which it was granted, and also alleging that the applicants were receiving an unsatisfactory car service, alleging that the class of cars furnished were not satisfactory for the carrying on of the applicant's business and claiming relief.

First,—That the railway company should be required to give a better car service.

Secondly,—That they should be required to carry out the terms of various statutes which were set forth in detail in the petition.

And thirdly,—That they should be ordered to refund the excessive charges.

Well, these excessive charges could only be the increased amounts that have been paid upon the basis of the letter of November 23, 1903.

So that apparently the lumber company at that time was contending that they had been paying sums for tolls in excess of the statutory provisions under the Guarantee Act.

Then in August of 1905, an agreement was made between the contesting parties here, which is set forth in a document dated 7th of that month, and under that document Mr. Cameron, representing the lumber company, agreed to withdraw 'the suit now pending before the Railway Commission with regard to various matters on the following understanding.'

Then it was arranged that the Rat Portage Lumber Company was to pay the usual siding costs.

Now, there is no siding dispute set up in the petition that I have just adverted to, but that was a matter that was unadjusted between the parties, and the agreement covered the adjustment of that, 'as well as all matters referred to in the petition that had been filed with the Board.'

Then the lumber company was to proceed to do the grading, ballasting, and to pay 6 per cent of the cost of the rails from the junction of the Canadian Northern to the end of the siding.

Then the Canadian Northern was to pay the lumber company what they paid for the right of way from Oak avenue to the junction of the company's switch.

Then provision was made that any other person using this siding should pay his proportion of all charges against the lumber company from Oak avenue to the junction.

Then, that the right of way from Oak avenue to the junction mentioned, be the property of the Canadian Northern, that is not already transferred to the railway company; Mr. Cameron was to have it transferred immediately.

Now, it will be seen that the only question or matters covered by this document of 1905 that are elaborated with any detail whatever, are those relating to the working out of the agreement that was made regarding the construction of this siding, and the payment for, and the conveyance of the land occupied by it.

There is no mention made in this settlement of the complaint regarding the excessive or alleged excessive rates that were charged up to the date of the filing of the petition, nor is there any reference made to the refund that was claimed, nor is there any reference made to what seems to have been the graveman of the complaint, namely the defective car service. But, the complaint is simply withdrawn with regard to—(reading the words from the agreement) various matters on the following understanding, &c. I presume, at least I think the fair presumption would be, that some additional understanding was had verbally between the parties at that time regarding the sort of car service that should be furnished in the future.

Then from the date of the adjustment in 1905, matters proceeded, it is said, until some time about the beginning of this year, when it is alleged the lumber company was about to file another complaint, with the Board, and some arrangement was made, or was said to have been made, whereby it should not be filed, and the matter should be deferred for discussion between the president of the lumber company and the president of the railway company.

Later on, on February 22, I think it was, the petition now before us, was filed, and no complaint is made in it with respect to the car service, nor is there any complaint made in it for any refund of excessive charges or alleged excessive charges.

So that the bald point presented to us for consideration is whether the railway company had an agreement with the lumber company enforceable—a concluded, clear, definite agreement, or whether they are able to present to us facts from which we can infer that there was a clear, definite, concluded agreement between the railway company on the one hand, and the lumber company upon the other, that the provisions of this statute should not apply, and that the lumber company had contracted itself out of the benefit that the provisions of the Manitoba Act confer upon those shipping cordwood and pine and spruce logs over the line of railway referred to.

Now, it is said upon the one hand, that the agreement of 1903, covered by the letter of Mr. Shaw's on November 23, of that year, was a final agreement, accepted and adopted by the lumber company, and is binding upon them.

Well, there is no doubt that the lumber company paid upon the basis of that letter, but there is also no doubt that they were complaining about the excessive payments, the excessive tolls, in the first application filed with the Board, and claimed a refund. There is also no doubt that that was abandoned, and they continued to pay the increased tolls beyond the statutory provisions, down to the date of the filing of the present application; but, it does not seem possible that that letter, and that understanding, could be converted into a binding contract under which the lumber company was bound to pay those additional tolls for all time.

It is said upon the one hand that the lumber company had the right to determine the agreement, and cease paying these tolls at any time it chose. It is said upon the other hand that the agreement is a binding one, and lasts so long as the railway company chooses to insist upon its being upon foot.

Well, it is very difficult to say, indeed it is impossible to say how long under the circumstances, the agreement might last, but it is perhaps unreasonable for the lumber company to say they were at liberty to absolve themselves from it the next day after it had been entered into, and it seems to me also equally unreasonable for the railway company to say that it is an agreement that is on foot during their pleasure, in other words for all time that the logs may be shipped in over their line of railway to the mills of the lumber company. The thing is left in an indefinite state, and it seems to me that the very indefinite condition that it was left in, makes it utterly impossible for us to say that it overrides the clear, plain, express provision of the statute imposing or limiting the tolls of $2.50 per thousand on pine and spruce logs to be hauled by the railway company.

So that it seems to me that we have no alternative, as I said in the beginning, but to apply the statute under which the railway company obtained the guarantee from the government. And, the declaration will be:—

That the railway company is not entitled to charge more than the sum of $2.50 per thousand for 150 miles, or from the point where the railway touches Rainy river, to the city of Winnipeg, and for points intermediate, that is points from which logs may be hauled less than 150 miles over the line of road, the scale of charges will be proportionately less.

With reference to originating points in the state of Minnesota I say nothing, because as to that we have nothing to do. If the applicants use the line of the railway company from points in the state of Minnesota, those are tolls over which we have no jurisdiction, and no control. We simply make the declaration in the terms of the statutory contract entered into between the railway company and the government upon the strength of which they obtained the guarantee. We think it is clear they are bound by that during the life of the guarantee at least, and that the tolls must be in accordance with the contract which they entered into.

There then remains only the switching charge at the end of the line of the applicants into the mills of the lumber company.

I am not at the moment quite clear as to what can fairly be regarded as the end of the line. It seems that under this contract this switch is the property of the railway company. However, with reference to this switching charge or toll, if there is entitled to be any charge made for that, we propose, in the meantime, to leave that in abeyance, and if the applicants and the railway company are unable to adjust what might be considered a fair and reasonable charge for the service, then we will deal with it and fix a sum for that switching service if indeed they are entitled to be paid anything for it.

It seems to me with reference to that matter, that the parties might arrange it among themselves.

Manitoba Free Press et al v. The Dominion Express Co. et al.

Judgment Chief Commissioner Mabee, December 24, 1909.

The Manitoba Free Press, the Telegram Printing Company, and the Tribune Publishing Company complain against the rates charged by the Dominion Express Company for carrying newspapers out of Winnipeg.

This complaint was allowed to stand along with many others to be dealt with when the general express inquiry was ripe for disposition, but as there may be further delay in concluding that matter, it is perhaps desirable that individual complaints should, as far as possible, be dealt with separately, and not be further delayed.

It was said that down to April, 1908, the rate charged was ¼ a cent per pound, when it was raised to ½ a cent. The former charge had been in effect for many years and is the rate charged by the companies for carrying newspapers out of Toronto. No increase was made in Ontario at the time the rates out of Winnipeg were raised.

There is no collection or delivery service performed by the express companies in the case of newspapers and to that extent it differs from most express traffic. The rate by mail is ¼ cent, but, of course, this affords no reasonable basis by which to adjudge what a fair rate by express would be, nor are the companies bound to compete with the mail route. We were given no evidence regarding the cost of carriage or as to why the rate in effect for so many years was doubled. The well-known rule in such cases imposes upon the carrier the burden of showing reasons for increase in rates —the presumption being that a rate voluntarily established and remaining in effect for a long period is reasonably remunerative. This burden was not discharged and so the applicants are prima facie entitled to have the old rate restored.

It was argued by Mr. Chrysler for the Express Company that the low rate of ¼ cent had been established to assist the newspapers in their circulation, but that since express companies had been brought under the Railway Act they were bound to treat everyone alike and could give no favours to newspapers and that the rate they were paying was out of line with the rates charged other people for similar service. He also contended that the ¼ cent charged in Ontario was unreasonably low.

We were not furnished with particulars of instance of *like services* to others and the ¼ cent rate out of Toronto is still in effect. We have no material to show why the rate out of Winnipeg should be double the rate out of Toronto and in view of the Winnipeg rate having been for many years the same as the Toronto rate, it would seem apparent that the only reasonable result of the controversy must be that the ¼ cent rate out of Winnipeg must be restored. Tariffs to that effect must be filed effective February 15, 1910.

Mr. Commissioner McLean concurred.

Order, dated January 3, 1910, issued accordingly.

Later by order, dated March 9, 1910, the Board directed that the rate to be charged by the express companies for the carriage of daily newspapers from Winnipeg be the same as charged by the Dominion Express Company in Eastern Canada, namely, ¼ cent per pound on the aggregate rate per month to points reached by the said company within 300 miles of Winnipeg, exclusive of wagon service, and rescinding the said order of January 3, 1910.

The Western Associated Press v. The Canadian Pacific Railway Company's Telegraph and the Great Northwestern Telegraph Company of Canada.

The Western Associated Press of Winnipeg applied to the Board, under section 323 and the following sections of the Railway Act, for an order directing the respondent companies to charge press rates for press matter whether delivered to a newspaper or the Western Associated Press, and directing the respondent company, the Canadian Pacific Railway Company's Telegraph to carry telegraphic news services supplied by other newsgathering agencies at the same rate charged by the said telegraph company.

Judgment of Board delivered January 1, 1910:—

On January 2, 1894, the following agreement was entered into between the Canadian Pacific Railway Company and the Associated Press:—

> This contract entered into this second day of January, A.D. 1894, by and between the Associated Press, a corporation incorporated under the general laws of Illinois, as party of the first part, and the Canadian Pacific Railway Company of Canada, party of the second part.
>
> Witnesseth:
>
> That whereas the said party of the first part is engaged in the collection and distribution of news for publication in newspapers within the limits of the United States.
>
> And whereas the said party of the second part is engaged in a like business in Canada, and the said parties are mutually desirous of making an exchange of news upon the frontier line between Canada and the United States.
>
> Now therefore it is agreed:
>
> That for and in consideration of the covenants hereinafter agreed to by the said party of the second part, the said party of the first part agrees to deliver its news reports to the authorized representatives of the said party of the second part, at Bangor, in the state of Maine; at Buffalo, in the state of New York; at Detroit, in the state of Michigan; and at Seattle, in the state of Washington; and to deliver the said reports to no other parties for use within the territory of Canada and the British provinces of North America.
>
> The said party of the first part hereby agrees to deliver to the said party of the second part the said news reports, at the places indicated above, for use within the territory of Canada and the British provinces only, and the party of the second part binds itself that the news reports shall not be retransmitted for use in the United States.

That the said party of the second part further covenants and agrees that it will deliver free of tolls to the authorized representatives of the said party of the first part, such current news of Canada and the British provinces as its agents may collect, at the places indicated above, and to deliver the said news to no other party, or parties, for use within the territory of the United States.

The said party of the second part further agrees to transmit over its wires in Canada and the British provinces of North America, as promptly as possible, any matter filed with its agents for transmission, and deliver the same to the authorized representatives of the said party of the first part, at the places indicated above, the rates for such transmission to be one-quarter cent per word for all matter filed between 6 a.m. and 6 p.m. and one-eighth cent per word for all matter filed between 6 p.m. and 6 a.m., local time.

The said party of the second part further agrees to pay the said party of the first part, at its office in New York the sum of thirty dollars ($30) per week, throughout the life of this contract,—the said payment being a partial consideration for the use of the said news of the party of the first part,—and in addition as further compensation, shall furnish the news of Canada and the British provinces of North America, as above provided.

The wires of the party of the second part, or those of the company through which it makes its connections with the United States, shall be allowed to run into the offices of the party of the first part at the places indicated above, so as to form a direct circuit for the exchange of press between the parties of this agreement. The party of the second part shall be free of rent, and other expenses, excepting telegraph operators at the places indicated above.

This contract shall continue in force for five (5) years from the date of the signing thereof, and thereafter until annulled by six months notice for either party.

Witness our hands and seals this 2nd day of January, A.D., 1894.

Attest: THE ASSOCIATED PRESS,
CHAS. S. DIEHL, By MELVILLE E. STONE,
Assistant Secretary. *General Manager.*

THE CANADIAN PACIFIC RAILWAY COMPANY,
By W. C. VAN HORNE,
President.
C. DRINKWATER,
Secretary.

This is said to be still on foot except that the railway company pays some $6,000 per annum instead of the $30 per week as provided for in the contract.

In addition to the news obtained by the railway company from the Associated Press, it is itself, through its agents and correspondents, a newsgathering agency in Ontario and the eastern provinces, and it has this combined matter for transmission over its telegraph lines.

In September, 1907, the Western Associated Press was formed with headquarters at Winnipeg. It is said that the news service supplied by the Canadian Pacific was unsatisfactory, first, on account of the price, and second, that the newspapers had objections to receiving their telegraphic news through a railway corporation. This press association is a co-operative concern, pays no dividends, was not formed for profit, and its revenues are intended only to pay expenses; it serves eleven newspapers situate in and west of Winnipeg, and one at Fort William. It brings telegraphic news to Winnipeg over the lines of the Canadian Pacific Company and the Great North Western Telegraph Company, and others, but as to the latter, the inquiry need not be pursued, as the complaint is against the respondents only; this news is sifted out at the applicants' headquarters in Winnipeg and distributed by wire to its members, and the questions involved in this discussion are two-fold. 1st, that the rates charged by the respondents for the delivery of this press matter to the applicants' headquarters at Winnipeg are discriminatory; and 2nd, that the rates for the retransmission or furtherance of the edited or sifted matter supplied by applicants to their members are likewise discriminatory.

There are fourteen newspapers published between Port Arthur and Victoria that are not members of the applicant corporation, and which obtain their telegraph news direct from respondents, or one of them. This division of the Western Press between the applicants and respondents may be more fully appreciated from the following table:—

Applicants' Members.	Respondents' Customers
Winnipeg Free Press,	Port Arthur Chronicle,
Winnipeg Telegram.	Fort William Times Journal,
Winnipeg Tribune,	Regina Standard,
Brandon Sun,	Saskatoon Phoenix,
Regina Leader,	Lethbridge Herald,
Moosejaw Times,	Calgary News,
Moosejaw News,	Calgary Albertan.
Calgary Herald,	Nelson News,
Edmonton Bulletin,	Vancouver News Advertiser,
Saskatoon Capital,	New Westminster Columbian,
Fort William Herald,	Nanaimo Free Press,
Edmonton Journal.	Nanaimo Herald,
	Victoria Colonist,
	Victoria Post.

Mr. Nichols, president of the applicants, stated at the hearing that they did not ask for reduction of press rates, but were asking for equalization of rates; in other words, it is the contention of the applicants that their members are being discriminated against, and that the established practice of the respondents works in favour of the newspapers published by their customers and against those whose proprietors are members of the applicant association.

The existing press rate of both respondents from points in eastern Canada to Winnipeg is one cent per word per day service and one-half cent per word for night service, and this has been the rate for some years. These rates are modified by certain rules that confine their application to 'special for publication *at point addressed* in *one newspaper only*.' So from this it is clear the respondents did not intend these special press rates should apply upon matter addressed to a press association, which is not a newspaper, and which matter would not be confined in its publication to one newspaper only.

The rates charged to the applicants from points in eastern Canada are one and one-half cent per word for day service, and three-quarters of a cent per word for night service.

From the foregoing list, there does not seem to be a newspaper in Winnipeg that is supplied by the respondents at their press rate of one cent per word per day and one-half cent night service; all the papers there that use the telegraph service appear to be members of the applicant association; so in so far as Winnipeg itself is concerned, it is difficult to see how respondents treat any one else or any other corporation in a more favoured manner than they treat the applicants, and there is no newspaper at Winnipeg, or any publishing corporation there that is discriminated in favour of as against the applicants.

But let us deal with the larger question advanced by the applicants—should the respondents be required to furnish to the applicants telegraphic matter at the tolls or rates established by them for delivery to and publication in one newspaper? The telegraph company may properly, and in the public interest, establish low rates upon telegraphic matter to newspapers; it is proper they should be permitted to surround such rates with reasonable rules. When they fixed the one cent day rate and one-half cent night rate, these were reasonably low rates; at any rate they were not complained against, nor do the applicants now complain against them. These rates were established by the telegraph companies upon the understanding that they should be paid by each newspaper in Winnipeg accepting delivery of telegraphic news, and that such matter should be confined in its publication to that one paper. Assuming the rates established reasonable ones, was there anything unreasonable or unfair in this safeguard? Had this not been provided for, supposing there had been ten papers in Winnipeg at the time the rates went into effect, the next day they could have banded together, taken one message only, distributed copies among themselves and deprived the companies of ninety per cent of the revenue thy might have reasonably expected, and the receipt of which was an element in fixing the low rate. And is this not in effect what is asked by the applicants. It is reasonable that a rate made for and intended to apply to one class of traffic should be arbitrarily required by this Board to apply to an entirely different class?

The argument that the cost of transmission is the same is not the controlling factor. It is true that the cost of transmission to the applicants of a given number of words may be the same as the cost to an individual newspaper at Winnipeg; but the applicants are not entitled to avail themselves of the press rate provided for the individual paper, because in the first place the framers of the rate had not such a condition of business in mind; no press association at Winnipeg or in the west was in existence at the time the rate was promulgated; and secondly, because had it been considered, it was perfectly open to the companies to make one rate to an individual paper and a higher rate to a press association, so long as neither of them was excessive. The railway equality clauses must be read so far as applicable to telegraphic traffic. Again, supposing there were ten newspapers in Winnipeg that would take news from the companies at the one cent and one-half cent rates, the actual traffic would be ten copies from the telegraph office in Winnipeg—one to each paper. The length of each might differ, some might take one class of matter and others other classes. There would probably be six or seven times the volume of matter that would leave the Winnipeg telegraph office in the case of these ten subscribers, than would leave in the event of the ten amalgamating and taking one message only, breaking it up among themselves as they might choose; and yet it is argued that it is not open to the company to charge a lesser toll upon this large volume. The answer is that subsection 3 of section 315 provides that the tolls for larger quantities or greater numbers may be proportionately less than the tolls for smaller quantities or lesser numbers. Again, the message to an individual paper, limited to publication in that paper alone, is not, when compared with a message to a press association intended for publication both locally and for breaking up and distributing to a large number of points, *traffic of the same description*, nor are *the circumstances and conditions* connected with these two distinct classes of traffic *substantially similar*. One of the controlling portions of this section is the words *passing over the same portion of the line of railway*. In the present mixed up condition of the Railway Act, arising by amendments covering telegraph and telephone companies, and leaving clauses drawn for application solely to railway companies to be made applicable, so far as possible, to telegraph and telephone companies, this clause (315) would have no application whatever, unless the traffic in question passed over the same portion of the telegraph line from start to finish. How this may be with reference to all this news matter that finds its way to Winnipeg as a central point, we do not know, nor was it developed in argument.

In our opinion, the Board should not arbitrarily apply the single newspaper press rate to the applicants. This opinion is based entirely upon the proposition that the press rate of one cent and one-half cent, and the rate to applicants of one and a half cents and three-quarters cent are not in themselves unreasonably high. In other words we do not think the law requires the respondents to grant the applicants the press rate without the burden of the rules framed by respondents regarding the use to be made of the service. It was not argued that these rules as applied to the individual papers were unreasonable. The rules and the rate were intended to be read together: and it does not seem at all reasonable to compel the companies to separate them and apply the rate to something they and no one else had in contemplation when the rates were made.

There were submitted at the hearing statistics and figures showing press rates in the United States and in England. This was done for the purpose of showing that the existing rates were too high; but statistics of this sort are of no value unless it is also shown what the volume of traffic is that moves under these rates, and what the profit is, if any—cost of labour, expense of maintenance, life of plant under varying conditions, are all most important factors, and all must be known to make a rate in one country of any value as a comparison in another.

The second branch of this application presents entirely different and much more difficult features.

The applicants have a quantity of matter at Winnipeg that they wish to distribute to their members at the above points, and they say they and their members are discriminated against by respondents in that the respondents as a news-gathering and distributing agency places itself in competition with the applicants, and delivers longer dispatches to their customers in places where applicants have members, at lower tolls than are charged the applicants or their members. Take a concrete case as put by Mr. Dafoe at the hearing. In Saskatoon the applicants have a member and the respondents a subscriber or customer, both evening papers. The applicants' member would have to pay $507 to obtain from the applicants the same service that the respondents furnish its subscriber for $200. Now this disparity may and does exist at all places to which applicants and respondents distribute news. It is caused by the respondents giving a flat rate to their subscribers and applying a rate per word to applicants' members. That it works out in serious discrimination against the applicants and their members, there is no doubt. Respondents contend they are within their right, and that no law can stop them. They say in the one case they sell to their subscriber the commodity, viz., the news, delivered, at a flat rate; that the payment is for the commodity; while in the case of the applicants the payment by their customer is for the transmission, and not for the commodity; and from this it is argued that the conditions are different.

It was said that these low flat rates were given by the telegraph company in the early days to build up papers in new towns and cities, that settlers and others might have telegraphic news from the outside world, the system grew up long before the government established control over telegraph rates and facilities, was no doubt proper enough in its inception, became established and the continuance of it practically became a necessity, although the loss of the news service over the western telegraph lines of the Canadian Pacific Railway Company was estimated at nearly $40,000 per annum.

The question for consideration is what change, if any, must be made in this custom by reason of the Statute passed with the object of placing telegraph companies under the jurisdiction of this Board. The toll and tariff clauses of the Railway Act have equal application to telegraph companies and to the telegraph operations of railway companies having authority to construct and operate telegraph lines as to railway companies; and telegraph companies and railway companies operating telegraph lines are required to file tariffs of tolls for telegraph service in the same manner that railway companies are required to file their tariffs for railway traffic; and the definition of 'toll' or 'rate' in section 9 of the Act of 1908, has equal application to railway, telegraph, and telephone companies.

If the Canadian Pacific Railway Company had in the early days established a system of flat-rate contracts for transporting traffic, say, from Montreal to western points, could these contracts stand in the face of the toll clauses of the Act? Could a flat-rate contract by a railway company to deliver a commodity of its own transported from Montreal to a western point stand as against a shipper from Winnipeg of a like commodity with a discriminating rate against the latter, and if not as to a railway company, why as to a telegraph company?

In the written argument put in by the respondents after the hearing the following appears:—'A railway company may sell its surplus coal at so much per ton to residents at Winnipeg, and what it cost to haul that surplus coal to Winnipeg need not enter into the price. The sale price of the coal sold under those circumstances need not be considered on a complaint as to the rate charged by the railway company for hauling coal to Winnipeg. The two matters are absolutely separate and distinct, and bear no relation to each other.'

Let us pursue this coal illustration. Suppose a railway company has a coal (newsgathering) mine at Montreal, and the applicants have a like mine at Winnipeg, and Saskatoon is an important point of consumption; can the company deliver its commodity to the Saskatoon consumer at $4 per ton, including both the value of the commodity and cost of haul, and charge the Winnipeg producer $5 per ton for hauling alone? If this were permissible the railway companies owning coal areas could close up every mine but their own; and in like manner telegraph companies could put out of business every newsgathering agency that dared to enter the field of competition with them, if it were lawful for them to use the public utilities that are entrusted to their operation, viz., the telegraph lines and stations, upon a system of flat rate contract irrespective of cost or rate of transmission.

It seems clear that those flat rate contracts must be based as well upon cost of transmission and delivery as of collection or gathering, and that tariffs of tolls covering all this class of service must be filed; these tariffs must be so framed as not to work discrimination against the applicants, or any other person, or association, engaged in like work. It is no answer to say the service in the past has been performed at a loss,—the question is solely one of the legality of the practice. It seems clear that the Act prevents its continuation and it must be discontinued.

Tariffs should be filed by February 1, 1910.

Order dated January 8, 1910, issued accordingly.

J. A. Maddaugh v. Canadian Northern Railway Company.

This was an application by complainant for a joint tariff from stations on the Vancouver, Westminster & Yukon Railway between Vancouver and New Westminister to points on the Canadian Northern Railway.

Judgment, Commissioner McLean, January 7, 1910.

At a hearing before the Board in Vancouver on February 23, 1909, a complaint was made by the present applicant which led to the issuance of order 6612 directing that:

> The Great Northern Railway Company operating the Vancouver, Westminster and Yukon Railway shall forthwith file and publish rates on lumber, shingles and articles taking the same rates via New Westminster or Vancouver in connection with the Canadian Pacific Railway Company as follows: From points on the Vancouver, Victoria and Eastern Railway and Navigation Company's line between Vancouver and New Westminster not inclusive to points on the Canadian Pacific west of Winnipeg, except such points as may be routed direct by the Great Northern Railway and its connections; rates based upon one cent per hundred pounds higher than rates maintained from Vancouver by the Can-

adian Pacific Railway Company, the Vancouver, Victoria and Eastern Railway and Navigation Company to be allowed two and one-half cents per hundred pounds.

At a subsequent date, order No. 7277 was issued making the arrangement general as regards Canadian Pacific points by removing the original limitation as to points west of Winnipeg.

In the complaint before us the same applicant states that on a shipment of four cars of lumber from Maddaugh Siding, British Columbia, on the Vancouver, Westminster and Yukon (Great Northern) to Stony Plains, Alberta, he has been charged the through rate from Vancouver to destination, plus the local (3 cents) from Maddaugh Siding to Westminster, and he alleges that the charging of the full local is in contravention of order No. 6612, and that by such contravention he has been overcharged $52.18, for the refund of which he makes application.

When the cars in question were presented at Maddaugh Siding, the Great Northern would not accept them routed Great Northern and Canadian Northern to points of destination. This refusal was on the ground that the Great Northern had no published tariff between the points in question. The Great Northern further states that it has no through rates from points on its system in Canada to points on the Canadian Northern west of Neepawa and Gladstone. Consequently the traffic moved from Westminster to destination over the Canadian Pacific and Canadian Northern under joint tariff, C.R.C. No. W. 847. The Great Northern not being a party to this, the full local was charged to Westminster.

Order No. 6612 recites that it applies to points or destination on the Canadian Pacific west of Winnipeg, 'except such points as may be routed direct by the Great Northern Railway Company and its connections.' The same exception is found in order No. 7277. This exception draws attention to what took place at the hearing in February, 1909. During this hearing the question was raised by the Chief Commissioner: Should not all points on all railways west of Winnipeg be included on the same rating arrangement? Mr. Lanigan stated that:

> they already reach on the 40 and 50 cent rate all points on the Canadian Northern via the Great Northern at the same rate we make from Westminster to contiguous points.

In amplifying this statement he said that his company (the Canadian Pacific) had in effect with the Canadian Northern joint rates from Westminster and Vancouver, one cent over the Great Northern through rate. The Board misunderstood the scope of Mr. Lanigan's explanation—it now appears that the through rating arrangement between the Great Northern and the Canadian Northern did not extend to points west of Gladstone and Neepawa. The misunderstanding arose, not from misrepresentation, but from the fact that the Board had not at the time before it the tariffs which would have given technical information as to the scope of the rating arrangement in question.

The original order as well as the amending order shows by reference that it was understood that the traffic, concerning a portion of which complaint now arises, was covered by existing tariff arrangements. But, we are not limited to mere inference. As a participant in the original hearing I may say that, it was only because of the Board's understanding that the traffic was so provided for, that it was not covered by the order.

It being apparent that the existing rate situation does not provide in respect of Canadian Northern points the arrangement which the Board omitted from the order under the conditions indicated, provision should be made for it. The Canadian Pacific has in force with the Canadian Northern joint tariff, C.R.C. No. W. 847. I am of opinion that the recommendation of the Chief Traffic Officer of the Board should be adopted, viz:—

That an order issue on the lines of order 7277 to apply to points on the Canadian Northern covered by the Canadian Pacific Railway's joint tariff, C.R.C. No. W. 847, or as it may be amended, via Vancouver or New Westminster, and the most convenient and practicable points of interchange between that company and the Canadian Pacific, and that the Canadian Pacific and the Canadian Northern be directed to agree upon the apportionment of the said through rates after deducting the proportion which the order allows to the Vancouver, Westminster and Yukon.

The conditions which led to the exception of the Canadian Northern from the original order having been made clear, the companies should be at liberty to refund the sum of $52.18, whereby the change as made is in excess of the charge on the basis provided for in the original order, concurred in by the Assistant Chief Commissioner.

Sudbury Board of Trade v. Canadian Pacific Railway Company.

The Board of Trade of Sudbury, Ontario, complained that the joint rate charged by the Canadian Pacific Railway Company on coal from the Niagara Frontier to Sudbury was unreasonable and discriminative as compared with the rate charged by the Grand Trunk Railway from the Niagara Frontier to North Bay, Ontario.

Judgment, Commissioner McLean, January 12, 1910.

The complaint of the Board of Trade of Sudbury proceeded in the first instance on the assumption that there was a rate of $2.15 per ton on coal Toronto to Sudbury, via Canadian Pacific and Canadian Northern Ontario Railway. Complaint was made that the rate was excessive as compared with the rate of $1.15 from Toronto to North Bay, via Grand Trunk. Toronto to North Bay is 227 miles, while Toronto to Sudbury is 267 miles.

It was found on further examination, that the applicants in complaining of Toronto rates were under a misapprehension in regard to the tariffs actually in existence. The coal concerning which complaint is made moves to destination on through bills of lading from Black Rock, New York. The argument of the applicants is that by deducting the published rate from Black Rock to Toronto, viz. 60 cents per ton, the balance of the through rate from the frontier must represent the local rates from Toronto to Sudbury and North Bay.

It is true that the Canadian Northern Ontario publishes $2.15 per ton from Toronto to Sudbury, but their tariff explains that this is a proportional rate on shipments received from connecting lines; their object being to make the through or combination rate by their route the same as by the others. The Canadian Pacific Railway does not charge this rate from Toronto to Sudbury, nor does the Grand Trunk charge the balance, viz. $1.15 from Toronto to North Bay as stated by the complainants.

The rail haul conditions on the two movements are as follows:—

——	Rate.	Mileage.	Ton mile Rate.
Black Rock--North Bay via G.T.R.	$1 75	316	·554
Black Rock—Sudbury, M.C.R., T.H. & B. and C.P.R.	2 75	359	·766

It is to be noted that while the ton mile rate of the Grand Trunk to North Bay is lower it is that of a single line shipment, while in the Black Rock—Sudbury movement it is a three line movement.

While reference was made in the complaint to the Grand Trunk rate from Black Rock to North Bay as indicative of the unreasonableness of the rate to Sudbury, this is not conclusive. The traffic compared moves over two different routes. This precludes the mere reference to differences in mileage rates being taken as *prima facie* evidence of discriminatory treatment. For the fact that two different lines of railways are being compared creates an initial dissimilarity of circumstances. There were not, however, even a *prima facie* showing that the movements were 'under substantially similar circumstances.' The fact that the Canadian Pacific meets via Sudbury the Grand Trunk rate on coal to North Bay, is not conclusive as to the proper basis of rates to Sudbury. This is simply another example of the familiar case where the rate on competitive traffic is governed by the short line mileage.

From Toronto coal moves to Romford Junction on the Canadian Pacific, within seven miles of Sudbury, on a rate of $2 per ton. Some discussion has arisen as to the scope to be given this rate. Mr. Hardwell speaks of this as the 'Toronto to Sudbury' rate. Mr. Bulling states that there is no commodity rates in effect on coal from Toronto to Sudbury, or points in the vicinity, and that the regular tenth class rate is 18 cents, equivalent to $3.60 per net ton. Mr. Hardwell replies that while this special mileage tariff on coal is limited to the Ontario division terminating at Romford Junction, the Official Standard Mileage Tariff as approved by the Board describes the line between Toronto and Sudbury inclusive as part of the Ontario division. I am of opinion that this action of the Board amounts to a declaration that if the special mileage tariff is to be limited to the Ontario division, bearing in mind the limits of such division as officially recognized by the Board, then this $2 rate should be applicable to Sudbury inclusive.

In view of what has just been said it is unnecessary to develop the point that in the question of rate regulation it is not operative divisions arranged with a view to convenience of administration, but traffic conditions which are important.

The situation from Black Rock to Sudbury presents once more the situation where a through rate exceeds the sum of the locals. The 60 cent rate from Black Rock is alleged to have been competitive in its origin. And reference is made to effective water competition leading to its creation. If it were a rate created to meet water competition and continuing only while such competition existed, there would be a doubt in my mind whether this compelled rate should be taken as the measure of the reasonableness of a through rate to a point beyond. But, in this case, whatever may have been the origin of the 60 cent rate, it is now a rate in effect the year round and open to all. It cannot now be given exceptional treatment on the ground that it is competitive. It is in fact, part of a system on which rates in the territory in question are built.

Coal may be shipped into Toronto on the 60 cent rate and shipped out on the $2 rate. It might be argued that the through rate should be less than the sum of the $2 and the 60 cent rates. When the coal is shipped in and delivery taken by the dealers, who subsequently redeliver it to the railway for shipment out, terminal services are performed which are additional to those called for on a through movement. It may be that if a through rate were being worked out as between the railways, this might have some additional effect on the rate. Be this as it may, we have not before us the material necessary for such a calculation. The Board has already expressed the opinion that where a through rate exceeds the sum of the locals, the burden of proof that such excess is not unreasonable should be on the railways. In this instance the onus has not been withstood. Accordingly, the rate from Black Rock to Sudbury in so far as it exceeds the combination of $2.60 per ton is unreasonable.

The companies should, by March 1, 1910, publish and file a joint rate from Black Rock to Sudbury, not exceeding $2.60 per ton.

The complaint has also raised the question of the limits of the Ontario division so far as special mileage tariffs are concerned. I have already indicated my opinion so far as the special case before us is concerned. But, in order to bring the special mileage tariff into line with this ruling, a readjustment should be made. This should be done in the case of other special mileage freight tariffs if there are such in existence. Otherwise there may be additional rulings on this matter: and this may be obviated by dealing with the question now.

When the Canadian Pacific's Sudbury line was opened, the Board required the removal of the dividing line as between the lower eastern and southern mileage rates from North Bay to Sudbury, and the standard tariffs were amended and approved accordingly. Subsequently, the company's mileage tariff on grain and its products has been amended on the invitation of the Board.

To prevent any future misunderstanding as to the scope of the mileage tariff, there should be a direction that the special mileage rates on coal and coke, in carloads, published in the Canadian Pacific Railway's special tariff, C.R.C. No. E. 660, applying 'between stations on the Ontario, Lake Superior (east of North Bay) Eastern and Atlantic divisions where specific rates are not published, or when lower than shown in (specific) tariff' should be extended so as to include the Lake Superior division, Sudbury and East so as to conform territorially to the company's approved standard mileage freight tariff, C.R.C. No. E. 1244. This should be effective by February 7, 1910.

In the case of all other of the company's special mileage freight tariffs (if there be any) in which the point of separation between the rates of the Lake Superior division and the lower eastern scale may be east of Sudbury, there should be the same amendment as indicated above. This amendment should be effective by March 1, 1910.

The Chief and Assistant Chief Commissioner concurred, order January 12, 1910.

The British Columbia Sugar Refining Company v. The Pére Marquette Railroad Company.

Judgment, Commissioner McLean, February 23, 1910.

On February 1, 1910, the British Columbia Sugar Refining Company telegraphed the Board, stating that the Pére Marquette Railroad Company had issued a tariff quoting a rate of sixty cents per hundred pounds on sugar in car lots, Wallaceburg to Winnipeg, via Chicago and Duluth; and also quoting sixty-eight cents to Portage la Prairie and seventy-one cents to Brandon.

The Refining Company stated that :

> In order to meet this competition of alien railroad we ask for a sixty-cent rate from Vancouver to Winnipeg and proportionately reduced rates to Portage la Prairie and Brandon.

In their letter of February 1, 1910, the Refining Company raises another ground for application, in the following language:

> The Commission, by their order, No. 4886, dated June 16, 1908, instructed the Canadian Pacific Railway Company to restore the arrangement whereby rates on sugar in carloads from Vancouver to Portage la Prairie was made the same as from Montreal to Portage la Prairie, thus making Portage la Prairie the meeting point for competition between the eastern and western sugar refineries. All rail rates from Wallaceburg to the west, up to the present time, have been the same as from Montreal, namely, to Winnipeg 71 cents, Portage la Prairie 75 cents, Brandon 82 cents, and we think Canadian railroads would not have interfered with the policy of the Board of Railway Commissioners as laid down in their order above referred to. The action of the Pére Marquette Railroad and its *American* connecting lines in quoting such large reductions in all-rail rates to Winnipeg and Brandon, seriously interferes with our business and we urgently appeal to the Board of Commissioners to grant us speedy relief from the present conditions. We respectfully ask that we may be given the same rate to Winnipeg

> from Vancouver as Foreign railroads are now quoting to Winnipeg from Wallaceburg; and also that the rates on sugar from Vancouver to Portage la Prairie and Brandon may be proportionately reduced.

A reference to the order in question shows that it is a direction to the Canadian Pacific Railway:

> To restore the arrangement whereby the rate on sugar in carloads from Vancouver to Portage la Prairie was made the same as from Montreal to Portage la Prairie.

A consideration of the terms of the order as well as of the material spread on the original record in connection with the issuance of this order, renders it obvious that the order refers to the particular facts brought up in the case of a particular railway. No other railway was joined in the issue. The order is a direction to the Canadian Pacific in respect of traffic moving over its own lines under its own tariffs.

It is not alleged that the Canadian Pacific Railway has departed from this direction. The statement already quoted from the refining company's letter shows that it is 'the action of the Pére Marquette Railway and its American connecting lines,' which is complained of.

In view of what has been said, it is apparent that the interpretation the refining company places on the order in stating that it made Portage la Prairie

> the meeting point for competition between the eastern and western sugar refineries.

errs when it alleges that this laid down a general direction in regard to this traffic irrespective of the particular facts leading to the issue of this order.

Mr. Beatty in his reply for the Canadian Pacific Railway, under date of February 18, 1910, says:

> It may be quite true, as pointed out by the complainants, that a reduction has been made which enables the competitors of the complainants in Wallaceburg to have the advantage of lower rates to the three points mentioned than they obtained formerly, but that is not a condition for which the Canadian Pacific Railway Company is at all responsible. If a competing company wishes to make a substantial reduction in rates for the purpose of giving advantage to a refinery situated on its own lines it is, I presume, at liberty to do so, but by doing so it cannot compel other railway companies on whose lines competing refineries are situated to make similar reductions in their rates to common points.

A railway must of necessity be given a very considerable discretion in regard to meeting competition, and the forms of competition to which it is subjected are varied. It is patent that if a railway establishes a rate between Toronto and Winnipeg, it is entirely in the discretion of another railway connecting such points whether it shall or shall not meet this rate. If the second railway should decide not to meet this rate, this does not of itself give the Board jurisdiction to order it to meet the lower rate. The Board has time and again recognized that it is within the discretion of a railway to meet the competition of short line mileage. The discretion of a railway in regard to meeting water competition has been so often emphasized by the railway regulative bodies of Canada, England and the United States, that mention of it alone is sufficient.

In the peculiar form of competition here presented which may be called either market or trade competition, we find the products of refineries located in different portions of Canada in competition. Here, again, it is in the discretion of the railway whether it shall so adjust its rates as to equalize the effects of such competition. This is not simply a question of analogy from what has been decided in regard to other forms of competition; it is a question of authority as well.

In deciding that it could not order a reduction of the rates on paper stock to meet market competition, the Interstate Commerce Commission based its finding on the ground that 'railroads are authorized to meet or not to meet competition as to them seems to their interest.'

La Salle Paper Co. vs. Michigan Central Railroad Co., et al, I.C.C. 150.

A similar position is also taken by the English Railway and Canal Commission:

Lancashire Patent Fuel Co., Ltd., vs. London and North Western Railway Co., et al, XIII. Railway of Canada Traffic Case 79.

The Board has officially recognized the fact that it is within the discretion of railways whether they shall meet trade or market competition. Order No. 7325 of June 22, 1909, was issued on the basis of the report of the Chief Traffic Officer of the Board. This report in recognizing that the law did not place on railways the burden of equalizing conditions at final destination for shippers located in different sections said:

> I do not consider that the companies should be compelled so to adjust their rates as to make it possible for a manufacturer to sell his goods in a distant market in competition with a competitor on the spot.

The matter was also specifically passed upon by the Board in the application of the Montreal Produce Merchants Association, June 23, 1909, in which it was stated:

> It is in the discretion of the railway whether it shall or shall not make rates to meet the competition of markets.

It appears, then, that it is entirely in the discretion of the Canadian Pacific Railway whether it shall meet on the movement of sugar from Vancouver to Winnipeg and the other points mentioned in the complaint, the rates introduced by the Pére Marquette Railway, from Wallaceburg to the same points, and the parties should be so advised.

The Assistant Chief and Commisioner Mills concurred.

Elder, Dempster and Company v. Canadian Pacific and Grand Trunk Railway Companies.

Judgment, Chief Commissioner Mabee, March 16, 1910.

This is an application made under section 323 of the Railway Act 'for an order directing the respondents to apply the established export basis covering general merchandise and commodities shipped from points in eastern Canada to Montreal, St. John, and Halifax, for export to Vancouver, Victoria and other British Columbia points.'

The Elder, Dempster Company is a steamship line operating, during the winter months, from St. John and Halifax to, among other points, Puerto Mexico, which is the eastern terminus of the Tehuantepec National Railway, and it has for some months been carrying traffic destined for British Columbia points, delivering it to the Tehuantepec National Railway at Puerto Mexico, the railway in turn delivering this traffic at its western terminus, Salina Cruz, to the Canadian Mexican Steamship Line, which carries it up the Pacific coast to Vancouver, Victoria, and other British Columbia points. There is at present no joint tariff between these three carriers making up this through route from St. John and Halifax to British Columbia points, but one was said to be in course of preparation; and it was said the Elder, Dempster Company quoted rates over this route some 25 per cent lower than the all-rail rate from Montreal and other eastern points to British Columbia points. It was stated that as to the traffic that had already moved, the applicants, the Tehuantepec National Railway Company and the Canadian Mexican Steamship Company, had divided the through rate equally, and that it was the intention to do the same when the tariff was finally arranged.

The Canadian Pacific Railway Company and the Grand Trunk Railway Company have tariffs on file with this Board giving much lower rates upon export traffic than upon domestic traffic. For instance, the export rate upon canned goods, Hamilton to St. John, is 21 cents, while the domestic rate is 32 cents; upon the same commodity the export rate to Halifax is 22 cents, the domestic 33 cents; Hamilton to Montreal, export 19 cents, domestic 25½ cents; a great variety of commodities are covered by these export tariffs, on most of which the variation between the export and domestic rates is not so great as upon canned goods. Without attempting to be exact it might be said that, roughly estimated, upon all the traffic covered by these tariffs the export are about 10 per cent lower than the domestic rates.

The system of export rates was established by the railway companies for the benefit of the Canadian producers, and the tariffs covering these rates make them applicable only to traffic moving to British or foreign points. and as they are framed they do not apply to traffic destined to points in British Columbia. The application is to compel either their amendment, so they may be applicable to such traffic, or that the railway companies be directed to file tariffs that would be applicable to such traffic.

The products of Canada that move under the export rates come into competition in British and foreign markets with those of many other countries, and to meet such competition and to permit reaching these markets, the railway companies make these reductions in the rate to the seaboard; the same system prevails in the United States, and all the rail export trade of both countries moves under these tariffs. This system grew up years before the Tehuantepec route was in existence, and these tariffs when framed were not intended to apply to traffic moving to British Columbia points. The question is whether it is fair and proper, assuming, but without deciding, that there is jurisdiction, to require the application of these tariffs to traffic moving over this new route.

It was argued that the movement under these export tariffs would build up a trade that did not now exist; but it was clearly established upon behalf of the railway companies that they have for years been carrying to British Columbia points exactly the same class of articles that might go to the same points over this water and rail route; so that the result of applying these export rates to this traffic would be to compel the companies to divert their long haul westbound business to a short eastbound haul under a low rate; and for whose benefit?

This application is made by the Elder Dempster Company and supported by the Canadian Mexican Steamship Company. All the traffic that could be diverted to this route would add to the receipts of these companies and the Tehuantepec National Railway Company. Upon the face of the matter, then, it is a struggle to obtain from the railways part of their westbound traffic; and it is by no means clear that the shippers would obtain any material benefit if the application succeeded.

The rates over these railways are under the control of the Board; the westbound rates have been adjudged reasonable and fair; if at any time, owing to changed conditions, it is thought that they should be reduced, it is open to any one concerned to apply, or the Board, upon its own initiation, can reduce them. How about the rates over this Tehuantepec route? All the traffic over it would be carried by the applicants to Puerto Mexico. There is no competition between St. John and Halifax to that point; there is only one railway across the Isthmus. and the Canadian Mexico Steamship Company carries all the Canadian traffic from Salina Cruz. The rates over this route, even from St. John and Halifax, have to be submitted for approval to the Mexican government. as the following extract from the evidence of Mr. Worsnop, manager of the Canadian Mexican Company, will show:—

Q. You said that your through rates were subject to control by the Mexican government?—A. Yes.

Q. That is, even the rate from Montreal say around to Victoria?—A. It has to go for the approval of the Tehuantepec Railway, which then submits it to the government, and it is approved.

Q. That is the whole rate has to go?—A. Yes.

Q. Not just the Tehuantepec proportion?—A. The through rate, I understand.

Q. That would seem to be an extraordinary thing. I wanted to make sure that I understood you, that that rate over which the government of Mexico had really no control, and practically no interest, so long as the Tehuantepec got a proper share, should be subject to that control.—A. It does seem a very extraordinary thing, I will admit, but that is what the railway company inform me. That is the excuse I get every day. that we have to submit the whole thing. That is my information.

Q. On what basis do the Mexican government pass upon the reasonableness of the through rate?—A. I am not aware, I do not know anything of their deliberations outside.

Q. You do not know of any particular rate that has received their approval as a through rate. do you?—A. All the rates, so far as I understand. If there is an alteration in the rates—an alteration in any one item. so far as we are aware it comes to us for approval, and then it is submitted, according to the freight traffic manager's letters, back to the Mexican Commissioner for his final endorsation.

Hon. Mr. Mabee.—You used the expressions alternately, 'Mexican Commissioner' and 'Mexican Government.' I thought the road was operated jointly by the Pearsons, and somebody representing the government.

Mr. Worsnop.—I do not know under whose control. whether it is a commission, or the minister. I only used the word 'Commission.' There is a minister, or some official, whom they have to consult. The operation of the road is simply a matter of equal shares. The Mexican government take a half and the Pearsons take half.

Mr. Kelly of the Elder Dempster was called, and with reference to the through rate the following is an extract from his evidence.

Hon. Mr. Mabee.—Are you not at liberty to carry from here, Montreal, or from St. John to Puerto Mexico, through shipments to British Columbia points at any charge you choose from here to Puerto Mexico. so long as the shipper pays two-thirds of the through rate to the other two carriers?—A. No, that is not as I understand it.

Q. What is there to prevent you?—A. There is nothing really to prevent us, but we do not do it.

Commissioner McLean.—Does the Tehuantepec Railway charge a higher rate on a shipment like that than the through rate? Supposing a shipper just ships to Puerto Mexico?—A. They would charge their local rate further.

Hon. Mr. Mabee.—How would they know it? You turn over to them two-thirds of the through rate. do you not?—A. Yes, but they have no rate in effect from Puerto Mexico or Salina Cruz to Vancouver.

Q. What is there to prevent your sending shipments right straight through and making any rebate you choose between here and Puerto Mexico?—A. There would be nothing; but we do not do it.

Q. What is there to prevent your doing it if you choose?—A. There would be nothing.

Hon. Mr. Mabee.—Then if the Mexican Railway Company compels you to charge more than you are willing to charge a Canadian shipper from the Canadian point to British Columbia points, what would be morally wrong about your making the shipper a rebate?—A. The only thing we know is that we have not done it before. We know we will always live up to our rates.

Upon the hearing, I expressed the opinion that the Board should be satisfied by reasonable evidence that the through rate now quoted over this route was a reasonable one, and further consideration has strengthened this view. Those three carriers quote to shippers a certain rate over this route; two of the three join in this application to compel the railways to assist in moving traffic over it. Why should the railways, and not the applicants and the Tehuantepec National Railway Company do the cutting? We were given no information whatever of the reasonableness of either the through rate quoted by the applicants, or the reasonableness of the division between the three carriers concerned. It would appear that steamship companies are entirely in the hands of the Tehuantepec National Railway Company or the Mexican government, or both, not only as to the total through rate, but also its division, and that the applicants cannot quote a rate to Puerto Mexico, without the consent of the railway company. Supposing the present through rate over this route is highly remunerative to the three carriers. and that they could well afford to absorb the difference between the domestic and export rail rate, would it be fair to compel the railways to apply the export rate and thereby swell the receipts of the applicants at the expense of the railways' traffic? If the rates over this joint ocean and rail route were under the control of this Board, one would have the machinery to work the matter out, and would be able to give the shippers all the benefit of this competition, and at the same time preserve some reasonable proportion of profit between the competing routes; but as the matter is presented, we have carriers outside of the Railway Act, free and unfettered as to external control over rates and facilities, attempting to make use of the Act to divert to themselves the legitimate traffic of the railway companies by the enforced application to that traffic of tariffs that were not intended to apply. So long as there is no government control over ocean traffic, control over the land rates must necessarily produce the exporter or importer but a limited benefit. In the present case, upon a shipment from Hamilton to Montreal this Board has control over the rate for that 375 mile haul, and it is that power that is asked to be exercised that traffic may be moved from Montreal to Victoria, 7,000 miles, at rates to be established at the carriers' will, and free from control or interference. The Board is anxious that the shipper should be allowed to avail himself of every competitive condition of carriage, and every available route, but in the exercise of its powers must have equal regard to the interests of all concerned; and while the granting of this application might have some advantage to shippers of certain commodities, it seems, upon the information now before us, that it should be refused.

A very considerable volume of traffic has moved under the domestic rail rate over this route; what is there to guarantee the shipper that if the export rail rate were applied, the through rate in question would not proportionately rise? It could be put up apparently by those controlling the Tehuantepec National Railway Company, even against the protests of the two steamship companies, and if that were done, how would the shipper have been benefited by the granting of this application, and would not the railway companies have been injuriously affected by an improper or unwise exercise of the powers of the Board? If the alternative ocean route were under control, one could preserve the existing rate, if that were proper, to the shipper, or otherwise deal with it as might be just, but as matters stand the position does not justify our interference.

In the Seattle rate case the Interstate Commerce Commission referred to traffic originating in South Bend and destined to Spokane, going via New York over the Tehuantepec National Railway Company, thence to Seattle and by rail to destination; also that the route offered active competition to the railways as to all traffic originating east of a line drawn between Buffalo and Pittsburg, and it is interesting to note that all the traffic that has moved via this route has carried the domestic and not the export rail rate. No application has been made to the Interstate Commerce Commission similar to the present, and if this traffic can move from eastern United States points to New York under the domestic rate, I do not see why it cannot here.

The applicants, in the alternative, asked for the application of the tariffs for 'furtherance' to Maritime Provinces, Newfoundland, the West Indies. &c., in the event of not getting the export rate. This was not covered by the formal application but was discussed at the hearing. These so-called 'furtherance' tariffs are the necessary result of competitive conditions at Boston and New York, and compelling their application to this British Columbia traffic would be more equitable than requiring the railway companies to apply the export rate.

It was argued for the applicants that if they were unsuccessful in obtaining relief, Canadian traffic for British Columbia points would go via New York, and the haul would be lost to the Canadian railways as well as by the Elder Dempster Company. It would seem, however, from a regulation of the Customs Department, that this is not possible, as unless the traffic went in British ships from New York to Puerto Mexico, they must be treated upon arrival at British Columbia ports as imported, and would be liable to duty. The following is the regulation:—

> Except as otherwise ordered, goods in transit from one part of Canada to another part of Canada, wholly or partly by water carriage through the United States, shall be transported in British registered vessels under Customs manifests, and the transfer of such goods from car or vessels, and vice versa, shall be made in the presence of a special officer of the Canadian Customs and be certified by him. The salary of the special officer shall be paid by the carrier applying for his services.

The water route travelled by the Canadian-Mexican Steamship Company from Salina Cruz to British Columbia ports is covered by an order in council of May 29, 1909, granting that company an additional subsidy of $25,000 upon the understanding that 'the steamships performing the service on the Pacific shall fly the British flag.'

It will, of course, be understood that the reasonableness of the westbound rail rates are not involved in this controversy. They are not attacked either in evidence or argument, and the sole contention was that the eastbound export rates should be arbitrarily applied to this new route.

Upon the facts as they now stand, no order will be made: but the dismissal of the application must be without prejudice to the rights of any person interested in this matter to any relief the Board may deem proper upon a different set of facts being presented to it.

The Deputy Chief Commissioner and Mr. Commissioner McLean concurred.

Empire Refining Company, Limited, v. The Pére Marquette Railroad and the Chatham, Wallaceburg and Lake Erie Railway Company.

The Chief Commissioner.—The refining company has a plant at Wallaceburg, Ontario, and asks that the railway companies above named be required to provide adequate and suitable tank car equipment to enable the complainant to transport properly its finished product from its works to points in Canada.

The application was not seriously pressed as against the electric railway company and it was released at the hearing.

The case against the Pére Marquette is based upon an agreement which was put forward by the applicant company as follows:—

> Before we began to build we took up the question of the supply of tank cars with the Pére Marquette Railroad Company, and the Pére Marquette through their Mr. R. W. Yonge, district freight agent at London, assured us that they would supply us with all the tank cars we might need. They said they had none

> of their own, but they had made arrangements with another railway company whereby they would interchange their tank car equipment, and they assured us we would have all the cars we wanted. . . We were ready to ship about January 25, 1910. Some days before that we took up the question of supplying cars with the Pére Marquette. . . . On February 5, we got three cars from the Pére Marquette, which was Grand Trunk Railway equipment. The applicant company also got two more Grand Trunk Railway tank cars through the Pére Marquette since the application was launched.

The agreement above referred to was made about the middle of the year 1909. The company says it requires about thirty tank cars per month; and to keep its business going, it has been compelled to lease 12 tank cars from Chicago, for which it pays $26 per month each. It was said that, both in Canada and the United States, from 75 to 80 per cent of the refined product goes in tank cars. The agreement above contended for the applicant company was not denied by the Pére Marquette Railroad Company; but they say that their tariffs on petroleum state that tank car equipment shall be furnished by the shipper and that rates are projected upon that basis; that these are special cars for that particular traffic and cannot be used for anything else. This is probably all quite true, but it does not go to the root of the application.

Section 1 of 8 and 9 Edw. VII., chapter 32, provides as follows:—

> Where it is complained by . . . any . . . corporation . . . that the company has violated or committed a breach of an agreement between the complainant and the company . . . for the provision . . . by the company . . . of any . . . equipment . . . in connection with the railway, the Board shall hear all matters . . . and shall make such order as to the Board may seem . . . reasonable.

Now, if a railway company, for the purpose of inducing a refinery to locate upon its line, agrees to supply tank car equipment, why is it not reasonable that it should fulfil its agreement? The case is not being considered from any point of view, except that of the agreement, nor is it at present suggested upon the facts disclosed that, apart from the admitted agreement, the Board would require the railway company to furnish this equipment. It was said that this promise was a material element in the applicant company's locating and investing its capital at Wallaceburg, and that its breach has seriously hampered its operations and has submitted it to loss. The existing tariffs do not prevent the railway company from adding tank cars to its equipment; it need only file supplements showing the tolls when moved in its own tank cars.

We quite appreciate the importance of the principle involved in asking a railway company to provide a large number of tank cars where it has but one refinery upon its lines; but the answer is that it agreed to do so; and we see no reason why its agreement should not be carried out. It makes no difference whether the cars supplied are the property of the respondent or obtained from other sources. The bargain was to supply tank car equipment; so the order will go as follows:

'That the Pére Marquette Railroad Company be, and it is hereby, required and directed to supply The Empire Refining Company, Limited, at its plant in Wallaceburg, with all the tank car equipment required by the said refining company in the operation of its refinery from time to time as the same may be required and ordered by the said refining company for shipment to points in Canada.'

The Assistant Chief and Mr. Commissioner Mills concurred.

Operation of Mixed trains—Windsor, Essex & Lake Shore Rapid Railway.

By general order of the Board, dated November 25, 1908, the railway companies subject to the legislative authority of the Parliament of Canada, were forbidden to handle freight cars in through main line passenger trains unless such freight trains were equipped with air brakes, steel tired wheels and special trucks designed for use in through passenger train service, with the qualification that every such company should be at liberty to use such freight cars in its through passenger service where its baggage cars or freight cars, especially equipped as aforesaid, become disabled or unfit for use in transit, and such cars only are available to receive the baggage and freight to avoid unnecessary delay in forwarding the same.

The Board has held that this order does not apply to mixed trains.

Judgment, Mr. Commissioner Mills, January 4, 1909.

After careful perusal of the papers in this file and Mr. Dillinger's report, dated January 25, 1909, I think there is no risk in allowing the company to run a mixed train service on its line, using a trailer or trailers on the rear end for passengers provided each trailer and all freight cars between the locomotive and the trailer are fully equipped with automatic air-brakes, on condition, however, that the company will not handle freight cars in mixed trains within the limits of the town of Windsor, or between the town switch and the company's power house at Kingsville. The Steam roads have all along been running such mixed trains on their lines; so I see no reason for refusing the application of this company, where the schedule rate of speed is 15 miles per hour.

I think, in addition to the order, a communication should be sent to the company intimating that the Board expects it to have all its passenger and box-cars furnished with automatic air-brakes at an early date. and all its flat cars with hand brakes; and that it is to notify the Board when the work herein suggested has been completed.

Toronto Viaduct Case.

Judgment, Assistant Chief Commissioner Scott, December 24, 1908.

The Board has had the question of the elimination of grade crossings along the water front at Toronto before it for some time. After the unfortunate fire which occurred in Toronto in 1905, when most of the industries south of Front Street to the railway tracks from York to Yonge Streets were destroyed, the Grand Trunk Company applied to the Board and obtained authority to take the territory mentioned for the purposes of a new union station.

After considerable delay on account of litigation the property for the new station was acquired, and an application was made to the Board for the approval of the station plans. These plans, however, could not be approved until the question of what grade the tracks should be on were determined.

The grade crossings at Yonge and Bay streets have been a source of very great danger and much annoyance on account of delays caused by the blocking of the crossings by passing trains, not only to the citizens of Toronto who visit the island and the water front during the summer months, but also the large passenger and freight traffic which goes to and from Toronto by boat during the months of water navigation. This danger and source of annoyance also exists at other grade crossings but not in as aggravated a form. Different methods have been suggested as to what would be the best solution of a situation which is generally recognized to be an intolerable one.

In November, 1907, a plan was submitted to the Board by the Toronto Board of Trade of a viaduct upon which four running tracks were carried at a height which would permit of the passage of vehicular traffic, including trolley cars under these tracks on the different streets which run to the water front. This plan showed the commercial sidings and team loading tracks of the railways remaining at street grade.

A formal application was made to the Board some months later by the municipal council of the city of Toronto, for an order compelling the railways to raise all their tracks, including commercial sidings and team loading tracks, to a sufficient elevation to permit of free passage on the highways under the tracks as in the Board of Trade plan.

At the recent sittings of the Board in Toronto, this viaduct scheme was strongly opposed by the railways on the grounds of excessive expense and the inconveniences it would cause to the railways and the shipping interests.

As an alternative proposition the railways suggested that bridges be built carrying the highways over the railway tracks. Such structures to be erected at the different streets leading to the water front, as and when they became necessary in each particular case—the railways admitting that bridges should at once be built at Yonge and Bay Streets. I think that as the railways will have to pay the major portion of the expense of any scheme for the elimination of grade crossings at Toronto, and in other ways have a very large interest in the method, whatever it may be, that is to be adopted to bring about the desired results, their scheme should receive our most serious consideration and their suggestions followed, if it is not incompatible with the best interests of all concerned.

I have come to the conclusion, however, that in this case the plan of carrying the highways over the railways by bridges should not be adopted for any of the streets east of John Street. Bridges at Bay, Yonge, and the streets east of Yonge, would not only prove excessively expensive because of the great quantity of filling that would have to be done in the bay, and the undoubtedly very great, but at present inestimable land damages at both their north and south ends which would have to be paid, but would be most injurious to the commercial industries along the water front and be inconvenient to every one having to use them.

The Railway Act requires bridges over railways to have a clearance of twenty-two feet six inches from the top of the rail to the bridge, but gives the Board power under special circumstances to reduce this space. It seems to me that if there ever are cases where the Board would be justified in departing from the principle adopted by parliament that bridges should be high enough to permit a man to stand on top of a box car and pass under the bridge with safety, the Esplanade railway yard, with the tremendous freight traffic both east and west, is not one of such cases. If bridges were decided upon, they would therefore have to have a clearance of 22 feet 6 inches; but the railways showed a clearance of from 18 feet 6 inches to 20 feet on the bridge plans they submitted. Their idea in suggesting low bridges was, of course, to prevent the bridges extending too far north and south. But, even with a clearance of 18 feet 6 inches, they had to show grades of about four per cent on the ramps to keep the bridges from crossing Front Street on the north and extending some distance out in the bay, on the south. In addition to the objection to the bridges on the ground of inability to have proper clearance or head room, the grades on the ramps would be too steep. It was clearly established in evidence before us, that for satisfactory teeming the approaches to the bridges should not have a grade exceeding three per cent. As already indicated, such a grade could not be arranged.

I am, therefore, of the opinion, that as grade separation for the streets east of John street cannot best be brought about by carrying the highways over the railways that the other method, that of carrying the railways over the highways by a viaduct, which to my mind will prove neither excessively expensive or inconvenient, should be adopted. I do not, however, concur in the city's suggestion that the commercial sidings and team loading tracks should be elevated. These might well be left on the street level within certain bounds to be used by moving cars or locomotives only between specified hours of the night. If the city's idea of elevated switches, team loading tracks and roadway for vehicles were carried out, very great damage would be done to prominent commercial establishments and considerable inconvenience and loss of business would be experienced by a number of industrial concerns; and all for no purpose which could not be obtained in another way at practically no expense.

If four running tracks were elevated on a viaduct of a width of about fifty-three feet there would still be ample room on each side to take care of the commercial sidings and the team delivery tracks if the adjacent city property were utilized for the purpose of a right of way which should, of course, be maintained for teaming on Esplanade street and south of the viaduct for ingress and egress to all property on the water front. But, as the chief evils to be cured are the grade crossings at Yonge and Bay streets which are subject to be used by large numbers of people at all hours of the night and day, particularly during the summer months, I would prohibit the existence of any tracks across either of these streets at grade, and therefore, all commercial tracks leading from the east would have to stop east of the east side of Yonge street. With regard to the limited use which might be made of these tracks I would suggest, subject to further argument which might be addressed to the Board on this point, that cars or locomotives be not permitted to be moved on them except during the hours between 7 p.m. and 6 a.m., with the exception in the case of cars of fruit or perishable merchandise which might be spotted on such tracks during the day, if special precautions were taken to prevent accidents to persons using the street openings through the viaduct.

In addition to Yonge and Bay streets, I think York street, which could be produced to the water front at grade through a subway under the running tracks and the elevated station tracks, ought to be absolutely free from all grade crossings, as it would be much used not only by a large number of pedestrians but also by heavy teams from the Canadian Pacific Railway freight yard. I would, therefore, stop all tracks at grade from the west at the west side of York street. The John street bridge will have to be raised to give 22 feet 6 inches clear over the viaduct tracks and bridges over all tracks with the same clearance built at Spadina avenue and Bathurst street. The highway crossings on the Grand Trunk from Bathurst street to the Humber river are to be dealt with at a meeting of the Board in January next, but as all parties are agreed that the proper solution for the elimination of grade crossings on this line as far as the Sunnyside crossing is the depression of the tracks from Bathurst street west, that matter need not interfere with the final determination of the question at present under consideration.

Having decided upon a viaduct, it follows of course that the new station must be elevated to the same grade as the viaduct. The location and details of the station are, I understand, generally satisfactory, but the best method for ingress and egress for vehicular traffic to and from the station could not be settled until the elevation of the tracks was determined.

The street openings in the viaduct should have fourteen feet clear head room and be of the full width of the street. The details of the plan and the general lay out of the ground should be left to the railways to suggest when they submit plans for the approval of the Board.

I do not think the Board should now determine at what precise point the eastern end of the viaduct should be. It is sufficient, I think, for the Board to inform the railways at this juncture that Cherry street must be crossed overhead with a clearance of 14 feet.

I say nothing at the moment as to the disposition of the Eastern avenue and Queen street crossings east of the Don, as the Grand Trunk Railway have filed plans with the Board showing a line from the Don to Port Union following the Lake Shore which would eliminate the Scarborough Heights grade. If this plan is gone on with and the new line constructed, the line over Eastern avenue and Queen street would doubtless be abandoned.

The railway does not now run on Mill street, but if the construction of a viaduct would require the use of Mill street for railway purposes it should be so used, provided a right of way for vehicles was preserved on this highway.

I think the railways should be ordered to submit to the Board, within say sixty days from the date of the order, plans of a viaduct and bridges along the water front as far west as Bathurst street on the lines indicated. Copies of the plans should, of course, be sent to the city, and then the Board should hold a sitting in Toronto, if necessary, when the details of the plans might be discussed, and if the Board is satisfied with them they could be finally approved and the railways ordered to commence construction.

Perhaps the most difficult point to determine in all this question is, what is the fair and reasonable proportion of the cost of this work which should be contributed by the city of Toronto. We have had evidence of what has been done in other cities, but it has been of little assistance to us, because circumstances differ so much in different cities. My own view is that, as the proposed viaduct is going to prove such a great benefit to Toronto, the city's contribution towards its should be substantial. We must also bear in mind that the railways were permitted, if not induced by the city, to come into Toronto on the Esplanade level and have spent very large sums of money in supplying terminals for Toronto. The railways, will. of course, receive some benefits from a viaduct, such as being permitted to enter and leave the city at a much higher rate of speed than at present and be relieved of the constant danger of accidents at grade crossings, but these advantages will not be commensurate with the cost of elevating their tracks. I, therefore, think that Toronto should contribute one-third to the cost of a four-track viaduct, including the cost of tracks, ties and ballast, and one-third of the cost of the substructure necessary to elevate all tracks at the proposed new station.

It does not appear to me that the land damages outside of those which may be suffered by the railways, will be very great. If there are any damages I think they should be settled by the city and the railways contribute two-thirds of the amount. With regard to damages suffered by the railways, I think they should be entirely paid by themselves. This will merely amount to an adjustment between the railways of each one's interests and losses in connection with the carrying out of the whole station and viaduct scheme. If the railways cannot adjust their difficulties between themselves, the Board will do it for them as best it can at a later date.

The city will have to permit the laying of tracks or the construction of parts of the viaduct on city streets. I would not allow the city any compensation in such cases.

With regard to the bridges at John, Spadina and Bathurst streets, the city should pay one-third of their cost and be responsible for the maintenance of the sidewalks and roadway on them.

The entire cost of maintenance of the viaduct should be borne by the railways, but the city should maintain the roadway and sidewalks at street openings. Before an order is issued carrying out the Board's decision in this matter, draft copies of such order should be sent to all parties interested and they should be given an opportunity to speak to it. Owing to the fact that the parties were so far apart in their respective submissions to the Board and as we were not favoured with argument at our recent sittings there may be some matters of detail in the proposed order which might be changed or some points covered which may have been omitted.

Mr. Commissioner Mills concurred in the judgment of the Assistant Chief Commissioner.

Judgment Chief Commissioner Mabee, December 30, 1908—This matter comes up upon the application of the railway companies for approval of plans for a new Union Station at Toronto. This, of course, involves what the elevation of the station shall be, as well as that of the railway tracks that enter it. The railway plans provide for rail level some four feet above the present elevation of the tracks; the station plans provide for a subway for passengers to pass under certain lines to reach the southerly tracks, and as part of the contemplated work the railway companies produce bridge plans and propose carrying Bay and Yonge streets over the tracks to the water front, and suggest that, as the traffic demands it, the streets east of Yonge should be dealt with in the same manner. It is admitted by the representatives of the railways that the time has arrived when grade separation at Bay and Yonge streets must be provided for. They do not admit the necessity for this at the present time, east of Yonge street. The one broad question for determination as this matter now stands is whether this separation of grade shall be accomplished by the city streets being carried over the lines of railway tracks, or whether the latter shall be carried over the streets; and owing to the physical formation of the city water front, either proposition presents the gravest engineering and financial difficulties.

The Railway Act provides that every bridge under which a railway passes shall be so constructed as to afford an open and clear headway of at least seven feet between the top of the highest freight car used on the railway and the lowest beams of the bridge which are over the space occupied by the passing car, and except by leave of this Board, as to bridges constructed since February 1, 1904, the space between the rail level and such lowest beams shall in no case be less than 22 feet 6 inches. This, of course, is to provide head room for those whose duties require them to be on the tops of freight cars.

The railways propose a bridge at Bay Street with only about 19 feet clearance, with 4·90 per cent grade at the north end and 4·50 per cent grade at the south end. At Yonge Street 19 feet clearance and grades of 3·75 per cent and 4·50 per cent, respectively. At Church Street, 20 feet clearance and grades of 3·50 and 4·90; Jarvis, 19 feet 6 inches clearance and grades of 3·25 and 4·50; Sherbourne, 18 feet 6 inches clearance and grades of 2·90 and 4·20; and Berkley, 19 feet clearance and grades of 3·70 and 4·50.

Bay Street would necessarily be a point that a large amount of traffic would pass over. These plans, even with this bridge having 3½ feet less clearance than called for by the statute, has nearly a 5 per cent grade going south and 4½ per cent grade going north.

It does not seem to be possible to adopt the bridge system and obtain grades over the bridges that would be practicable, unless this Board takes the responsibility of permitting structures of less head room than the law provides for.

It was said the rule requiring men to go on the tops of freight cars in the Toronto yards could be abolished; different rules for different terminals would only lead to confusion. The Board's Accident Inspectors are being continually called upon to investigate accidents caused by lack of head room under bridges, and lack of lateral space along the sides of engines and trains. Our officials have been steadily endeavouring to eliminate these sources of danger, and it is entirely out of the question that they should sanction the erection of overhead bridges from York Street, east, of a character different from that which the law calls for. There are now too many of these structures in various parts of the country, and, instead of sanctioning more, it is the plain duty of the Board to endeavour to get rid of those that now exist.

The grade over the bridges is of paramount importance to the future of Toronto. Nothing can prevent the development of harbour traffic, and in years to come a haulage over long bridges on 5 per cent grades would impose a tax upon traffic arriving and departing by the water route that should not be permitted. Only a few years ago it was thought by all concerned that in the construction of York Street bridge much had been accomplished; to-day about the only question that the railways and the city agree upon is that this bridge must be pulled down. I am free to confess that when I embarked upon this inquiry, I thought the erection of bridges the proper solution of the problem, but the more it is thought out, keeping steadily in view the permanent welfare of a large and rapidly developing city, I am driven to the belief that, if bridges are erected this year, ten years hence would see them all torn down.

Now, if these terminals are to continue on the water front and the streets cannot conveniently be carried over the railway tracks, it is apparent that the latter must be carried over the streets, if grade separation is to be accomplished. Two plans were submitted showing how this could be done, one upon behalf of the city, and one by the Board of Trade. These plans came in for much criticism by the engineers called on behalf of the railways, and by whose evidence I was much impressed; but the true situation is that neither of these plans were submitted with the idea that they were complete in all details, and it is now contended that very many matters must be considered and be provided for that did not enter into the calculation of those propounding these two plans; indeed it could not have been expected that the Board would order a work of this character to be undertaken by the railways upon either of these plans. I do not consider that any plans are before us, other than for the purposes of illustration, and all that we can now decide is as to the manner that this separation of grade is to be accomplished, and we hold that it cannot satisfactorily be done by overhead bridges. I have adverted to the financial aspect of this matter; the time has not yet arrived to say whether the cost of carrying the railway tracks over the streets is prohibitive, or if not how the cost is to be apportioned. This must depend upon the plan that is finally decided to be the best for all concerned, and must, of course, have regard to the reasonable operation of trains and the handling of traffic. How the railways would prefer that their tracks should be carried over the streets, the Board does not know. So far they have been contending that the policy of carrying the streets over the tracks should continue. I do not hesitate to say that when it is known that the tracks must go over the streets, the railways can prepare plans of a work that will improve upon those now before us as to convenience in the movement of traffic, and still retain the essential features contended for by those opposed to bridges.

Upon the evidence now before us, I am of the opinion that it is impossible to deal intelligently with the financial side of this question or to fairly divide the expense of the work. The cost of constructing a given number of steel bridges can be estimated with reasonable accuracy, but when their erection involves damages to adjacent lands, filling in the water front, rearranging or extending the slips and wharfs where large industries exist and carry on their business, building a new street far out in the waters of the bay, it is out of the question to estimate what compensation courts or arbitrators would grant to those whose lands or business were injured. Again, the cost of construction of retaining walls and filling for a viaduct, with the necessary steel work, can be arrived at with reasonable accuracy, but the consequential damages arising, or that might arise, to adjacent properties, by reason of depriving industries of spurs, if that were necessary, possibly doing away with team tracks, narrowing the esplanade, and other claims for damages that doubtless would be made, cannot now be foretold. About the only matter that is perfectly clear is that either mode of grade separation will prove enormously expensive.

The railway companies should be required to file with the Board, within two months, and at the same time furnish copies to the city, plans, profiles, and estimates for the work necessary to separate the grade of the railway from the streets, from York to Cherry streets, inclusive, except such as may have been closed. These plans must make provision that no surface tracks of any kind shall cross York, Bay, Yonge, or Church streets, and provision must be made for a fourteen foot headway at all the streets at present street level, station plans to be amended to suit the changed elevation of the tracks. I say nothing at present as to the elevation of industrials, spurs, or yards, as these are matters that should primarily be left to those who are responsible for the operation of the railways, and the handling of traffic at reasonable rates; a full consideration of these matters can be had when the plans are developed. Nothing upon the subject has so far been said, but should it be thought desirable by the railway interests to deal with the whole situation through the medium of a terminal company, then the latter may file plans instead of, or for, the railways.

The situation at the east of York street only is now being dealt with, that west of York and from Bathurst to west of the Humber, is to be spoken to at Ottawa, on January 12.

My brother commissioners are of the opinion that the matter should be finally disposed of now, and the cost apportioned, so the order will issue in accordance with the views of the majority.

On June 9, 1909, the following order was issued:—

Upon hearing the evidence, and of counsel for the city, the railway companies, the Toronto Board of Trade, and a number of land owners in the said city—

It is ordered and directed:—

1. That the railway companies, within two years from the date of this order, construct a four-track viaduct from a point west of John street to a point at or near Berkeley street, with three tracks on either side of such viaduct east of Church street, at the present grade of the Esplanade, with all necessary cross-overs, and as shown on a plan filed by the Grand Trunk except where changes as hereinafter set forth are necessary, and railway company on April 27, 1909, except that Bay and Yonge streets shall each have a total width of eighty (80) feet between abutments under the viaduct, and that from the point of junction of the Canadian Pacific Railway Company and the Grand Trunk elevated tracks at or near Berkeley street to Scott street, the centre line of the viaduct shall be located on the southerly boundary of the esplanade, except at the curve in the tracks in the vicinity of West Market street.

2. That the Canadian Pacific Railway Company elevate two tracks from the point at or near Berkeley street where the said tracks will connect with the tracks on the viaduct referred to in paragraph 1, to Queen street, providing a clear headway of fourteen (14) feet over the following streets, Parliament, Trinity and Cherry, and a clear headway of ten (10) feet over Vine and Front streets; and that the railway companies construct a bridge to carry the highway at Eastern avenue over the railway tracks with a clear headway of 22 feet 6 inches over the base of the rail; the openings at Front and Vine streets to be each thirty (30) feet between abutments and at Parliament, Trinity and Cherry streets to be each a width of sixty-six (66) feet between abutments.

3. That the Grand Trunk Railway Company, within two years from the date of this order, elevate two tracks from the point at or near Berkeley Street where the said tracks will connect with the tracks on the said viaduct, to Logan Avenue, providing a clear headway of fourteen (14) feet over the following streets: Parliament, Cherry, Eastern Avenue, and Queen Street, and ten (10) feet over Trinity Street.

4. That the railway companies, within two years from the date of this order, construct bridges to carry the highways at John Street and Spadina Avenue over the tracks on the said viaduct or the extension of the said tracks westerly, with a clear headway over the base of the rail of twenty-two (22) feet six (6) inches.

5. That the Canadian Pacific Company be permitted to construct and maintain two tracks at grade, one on either side of its elevated tracks, that on the north side commencing at or near Queen street, and crossing the intervening streets between Queen and Parliament Streets, and that on the south side commencing at or near the Don Esplanade, crossing intervening streets and passing under the Grand Trunk Railway Company's elevated tracks referred to in paragraph 3, between Parliament and Berkeley Streets, with a clear headway of seventeen (17) feet and an opening of tracks to be seventeen (17) feet, measured at right angles to the track.

6. That the Grand Trunk Railway Company be permitted to construct and maintain a track, at grade, at or near Berkeley Street, under the tracks of the Canadian Pacific Railway Company, referred to in paragraph 2, with a clear headway over the base of the rail of seventeen (17) feet. The width of the opening under the said tracks to be seventeen (17) feet, measured at right angles to the track.

7. That concurrently with the completion of the works ordered in paragraphs 1, 2 and 3, and as soon as the railway companies can operate their trains thereon, the railway companies shall alter and arrange their yards and sidings so that no tracks on ground level shall cross Bay Street, Yonge Street, or Church Street, in the said city.

8. That after the completion of the works ordered in paragraphs 1, 2 and 3, and as soon as the railway companies can run their trains thereon, no locomotive or car be moved on tracks at ground level between Church Street and Parliament Street during the months of May, June, July, August, and September, except between the hours of 10 p.m. and 6 a.m., provided however, that cars containing fruit or other perishable merchandise may be moved across streets within the said limits at any time when a flagman on foot precedes the train (engine, car or cars) to warn persons on such streets that a train is approaching.

9. That the city shall, within one year from the date of this order, lay out, complete and dedicate a new street south of the viaduct, from the easterly limit of Church Street produced to the westerly limit of Berkeley Street produced, which shall have a width of at least forty-seven and one-half (47½) feet, and acquire the lands necessary therefor, and pass all necessary by-laws for that purpose, and shall grade the said street; the share of the cost of such work as between the railway companies to be reserved for further consideration, along with the questions covered by paragraph 14 hereof.

10. That the said street shall be paved by the city pursuant to its powers under the Municipal Act; the Canadian Pacific Railway Company to pay one-half the cost of paving.

11. That no amount be paid to the city as damages or otherwise for any city property which may be taken, used, or injuriously affected by the railway companies in the elevation of their tracks or the re-arrangement of their terminals, as shown on detail plans to be hereafter submitted for the approval of an engineer of the Board, or for lands taken for or injuriously affected by the street to be laid out to the south of the viaduct, or for any incidental damages arising in any manner whatsoever; nor shall the city be liable to make compensation to the railway companies in respect of any such matters.

12. That the city pay to the railway companies as hereinafter mentioned, one-third of the cost (1) of the said viaduct, the elevation of the Canadian Pacific Company's coach yards and the Grand Trunk Railway Company's Don sorting yards, and the elevation of tracks required by paragraphs 2 and 3, excepting rails and track laying; (2) of the erection of bridges at Eastern Avenue, John Street, and Spadina Avenue; (3) of the substructure for the elevation of necessary tracks and platforms consequent upon the increased elevation at the proposed new Union Station; such payments to be made forthwith from time to time as the work proceeds, upon the presentation of progress and final estimates of the work done during the preceding months, to be given by the engineer or engineers of the railway companies appointed for that purpose; at the conclusion of the said work, the said account, if desired by any of the parties, shall be taken and adjusted by the Chief Engineer of the Board, who may require from the city and the railway companies all evidence required to his satisfaction and decide the amount disbursed and contributed by each.

13. That all damages for land taken or injuriously affected (other than those of the city and the railway companies) recoverable by reason of anything done pursuant to the terms of the order be adjusted or settled by the city; and that forthwith after settlement, two-thirds of the amount required to make such settlement be paid to the city by the railway companies.

14. That York street bridge shall be removed and the expense of such removal shall be borne by the railway companies and the city in the proportion of one-third by the city and the remainder by the railway companies, and the disposition of the

said bridge be arranged between the city and the railway companies; and that, in case they fail to agree the points at issue be referred to and settled by the Board.

15. That the proportions in which the cost of constructing the works directed by the 1st, 4th, 7th, and 9th paragraphs of this order, shall be borne as between the railway companies, and the proportion in which the damages payable by the railway companies under the 11th paragraph of this order shall be determined by agreement between the said companies, and in the event of their being unable to agree, shall be determined by the Board.

16. That the question whether any compensation be paid by either of the railway companies to the other of them in respect of lands or other property of either company taken or injuriously affected or injury done by one to the other by the construction of any of the works or structures directed or permitted by or under this order, be reserved to be disposed of by the Board.

17. That leave be specially reserved to the Canadian Pacific Railway Company to apply for leave for an entrance into its yards from the west, upon filing proper plans and notifying all interested parties.

18. That leave be also reserved to the Canadian Pacific Railway Company to apply for the right to use in common with the Grand Trunk Railway Company, the Union Station tracks from the point of connection at Spadina avenue, last mentioned, to the junction with its tracks at Tecumseh street, for the purposes of operating its freight traffic and for an independent connection of at least two tracks with crossover between the points 'A' and 'B,' shown on the said plan of the Grand Trunk Railway Company, upon terms to be settled by the Board.

19. That detail plans and specifications of all the work ordered or authorized herein shall be first submitted by the railway companies to and approved by the Chief Engineer of the Board.

20. That leave be reserved to all the parties to apply to the Board from time to time for any change or variation of the plans or details that may be rendered reasonable or necessary as the work progresses.

21. That the work shall be subject to the approval of the Chief Engineer of the Board, and shall be performed to his satisfaction.

22. That as to all matters not herein provided for, leave be reserved to all parties to apply to the Board as the same arise for adjustment or otherwise.

23. That the applications made by the railway companies respectively for compensation or for a reservation of any rights to compensation, damages, or otherwise, as against the city of Toronto by reason of derogation from any pre-existing contract, grant, lease, or conveyance, made by the city to either of the railway companies in respect of the application by the said city, for or by reason of any of the provisions of the order or anything done in pursuance thereof, or that this order should be made without prejudice to any of such rights, are refused upon the grounds that the same have all been considered in adjusting the contributions by the parties towards the cost of the said works.

(Signed.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

The Canadian Pacific Railway Company appealed from the above order to the Supreme Court of Canada. The appeal as to all questions of jurisdiction was taken by leave of Mr. Justice Duff, and as to all questions of law by leave of the Board under its order dated July 6, 1909.

The order of the Board was confirmed by the Supreme Court, and the appeal was dismissed with costs.

The respondent railway company has given notice of application for leave to appeal to the Judicial Committee of the Privy Council from the judgment of the Supreme Court.

County of Carleton v. City of Ottawa.

The Board by its order directed the county of Carleton to contribute to the cost of a viaduct or overhead roadway where four railways cross on Wellington street in the city of Ottawa.

The county of Carleton originally joined with the city of Ottawa in applying to the Board for an order for this work. Subsequently the village of Hintonburgh, in which the proposed viaduct would be situated, was incorporated with the city, and the work, which had been within a few feet of the county was then distant from it nearly a mile. The county therefore withdrew from the joint application and it was proceeded with by the city alone. The Board, however, held that the county was still a 'party interested' and in granting the application ordered it to pay a portion of the cost. The county applied to the Supreme Court of Canada questioning the jurisdiction of the Board to make such an order. The following judgments show the disposition of the appeal:—

The Chief Justice and Duff and Anglin, J.J., concurred in the judgment of Mr. Justice Davies.

April 5, 1909, DAVIES, J.—The question on which leave to appeal was given in this case, from an order of the Board of Railway Commissioners directing the municipality of the county of Carleton to pay a proportion of the cost of certain protective works ordered at the crossing of the Richmond road and the Canada Atlantic and other railways, was limited to the jurisdiction of the Board to make the order it did as against the municipality of the county of Carleton.

The ground upon which the jurisdiction was challenged was that, while the crossing in question was, at the time the application was made to the Board for such protective works, within a few hundred feet of the municipal boundary, subsequently, before the case came on for hearing and at the time the order was made, the area within which the crossing existed had been legally withdrawn for about a mile from the municipal boundary and the intervening territory brought within the city of Ottawa, and, so, the proposed protective works were neither within the municipal bounds of the county nor immediately adjoining them.

It was contended on behalf of the municipality that it could not be held to be an 'interested party' within the meaning of the Railway Act with respect to protective works ordered by the Board at highway crossings which were not within the boundaries of the municipality, and the more so in a case such as the one before us where, it was contended, the highway was not vested in the municipality, but in a toll company.

All questions as to sections 186 and 187 of the Railway Act of 1903 being *intra vires* of the Parliament of Canada have been set at rest by the decision of this court in the case of *The City of Toronto v. The Grand Trunk Railway Company,* 37 S.C.R. 232, and that of *Toronto Corporation v. The Canadian Pacific Railway Company* (1908) A.C. 54, decided on appeal from the Court of Appeal for Ontario by the Judicial Committee of the Privy Council.

The powers of the Board of Railway Commissioners to order municipalities to pay a proportion of the cost of protective works ordered to be built at highway and railway crossings on railways within the jurisdiction of the Dominion Parliament so far as these crossings were within the municipal bounds or immediately adjoining them, were, by these two cases finally settled aganst the municipality.

In the latter case, decided by the Judicial Committee of the Privy Council, two of the crossings there in question were over a railway, the southern boundary of which was the northern boundary of the city of Toronto and so outside of but immediately adjoining the city boundaries.

The question raised in the case before us was whether a municipality was liable if the crossings where the works were ordered was beyond its bounds and not immediately adjoining them.

I am unable to discern any substantial reason for limiting the jurisdiction of the Board of Railway Commissioners in the manner suggested.

If that Board has jurisdiction to order a municipality to pay a proportion of the cost of any work ordered by it to be done at a railway and highway crossing in cases where that work is beyond the bounds of the municipality, even though adjoining it, I fail to see why its jurisdiction should cease if the crossing happened not to adjoin, but to be a short distance beyond the municipal bounds.

The municipality was not an 'interested party' within the provisions of the Railway Act and so liable to pay a share of the cost of the work at a railway and highway crossing simply because the crossing was within its bounds or 'immediately adjoining' them, or because the municipality owned the highway crossing the railway or being crossed by it, but because the works ordered were, in the words of the statute, for the 'protection, safety and convenience of the public' and such 'as, under the circumstances, appeared to the Board best adapted to remove or diminish the danger or obstruction arising or likely to arise therefrom,' and because the Board found the inhabitants of the municipality especially interested in these protective works.

What Parliament was conferring on the Board were powers for the 'protection, safety and convenience of the public' at the crossings, alike that portion of the public being carried by the railway and that portion using the highway.

The decision of the Board as to whether a municipality was or was not a party interested was made by the statute binding and conclusive. It is a question of fact to be determined upon all the circumstances of each case. The circumstance of a crossing where protective works were ordered being within or without the municipality might be or might not be, under all the special circumstances of the case, most material to the decision of the fact whether or not the municipality was an interested party, but it was not, in itself conclusive. Such a crossing might be within the boundaries of the municipality and yet its inhabitants be very slightly interested in the protective works ordered, or it might be just beyond the precincts of the municipality and yet so situated that a large number of the inhabitants of the municipality were vitally interested in the protective works ordered. In each case the question of fact and the amount of the municipality's contribution were to be determined by the Board.

The municipality represented its inhabitants; the works to be ordered were works for the 'protection, safety and convenience' of such inhabitants as part of the public; and the degree and extent to which the municipality was to share the expense of the protective works determined on as necessary was to be decided by the Board. In all cases it was necessarily a question of fact to be decided in the light of all the circumstances and not necessarily dependent upon the arbitrary fact of the protective works being within or immediately adjoining the municipality.

Though not within the express terms of the decision of the Judicial Committee in the case above cited, of *Toronto Corporation v. The Canadian Pacific Railway Company* (1908) A.C. 54, this case is within the reasoning on which that judgment and also the judgment of this court in the *City of Toronto v. The Grand Trunk Railway Company,* 37 S.C.R. 232, above cited, were founded.

The following extract from the judgment of the Judicial Committee, as delivered by Lord Collins, shows, in part, the reasoning by which their Lordships reached the conclusions they did:—

'In the present case it seems quite clear to their Lordships that if, to use the language above quoted, 'the field were clear,' the sections impugned do no more than provide reasonable means for safeguarding, in the common interest, the public and the railway which is committed to the exclusive jurisdiction of the legislature which enacted them, and were, therefore, *intra vires.* If the precautions ordered are reasonably necessary, it is obvious that they must be paid for and, in view of their Lordships, there is nothing *ultra vires* in the ancillary power conferred by the sections on the committee to make an equitable adjustment of the expenses among the persons interested. This legislation is clearly passed from a point of view more natural in a young and growing community interested in developing the resources of a vast territory as yet not fully settled than it could possibly be in the narrow and thickly populated area of such a country as England. To such a community it might well seem reasonable that those who derived special advantage from the proximity of a railway might bear a special share of the expenses of safeguarding it. Both the substantive and the ancillary provisions are alike reasonable and *intra vires* of the Dominion legislature, and, on the principles above cited, must prevail, even if there is legislation *intra vires* of the provincial legislature dealing with the same subject matter and in some sense inconsistent.'

I think, therefore, the limitations upon the jurisdiction of the Board of Railway Commissioners sought to be put by the county of Carleton in this case are not maintainable and that the appeal must be dismissed with costs.

Idington, J.—I think this appeal should be dismissed with costs.

The power of the commission as to directing a municipal corporation to aid in protecting a railway company has been, ever since *The City of Toronto v. The Grand Trunk Railway Company*, 37 S.C.R. 232, was decided here, dependent entirely upon the finding of the commission as to whether or not any of the inhabitants of such municipality were interested.

The majority of the court in that case held, as beyond doubt, that, if the inhabitants were interested, the corporation must be held so.

I had supposed, until then, that though the inhabitants had been incorporated, they and the corporation were not, in law, convertible terms, and that the latter could only represent the former so far as its legislative creator had determined it might.

I had also supposed that 'municipal institutions' in a province, having as a subject matter been assigned by the British North America Act, 1867, to the legislature of the province, exclusively to make laws in relation to matters coming within such a subject so assigned, it was not competent for the Dominion Parliament either to add to such power as the creating legislature had seen fit to confer or, above all, to use these institutions for the purpose of levying taxes upon the inhabitants so incorporated when given no such power, merely to subserve the execution of any of the powers conferred on the Dominion.

I had supposed any such corporation, in respect of its property, whether of roads or aught else, might, as any other property owner, become, of necessity, subject in relation to such property to the will of parliament lawfully empowering or directing railway construction and suggested a line might well be drawn for exercising the jurisdiction now in question to cover this property relation, as within the manifest interest of the corporation.

The opinions given by the other members of the court left us no room for doubt that the line should not be so drawn or any line save where parliament saw fit to draw it.

The British North America Act, 1867, and the Railway Act so interpreted left the matter wholly to the commissioners to find and say what municipal corporations were 'interested' within such meaning as was thus assigned in the latter Act.

This case was upheld by the Judicial Committee of the Privy Council, and later, *The Toronto Corporation v. The Canadian Pacific Railway Company* (1908), A.C. 54, not only carried quite logically (if I may be permitted to say so) the doctrine further than the former case; but also lays down so wide a principle of action to be applied that it is hard to see what appellants can have hoped to gain by thus flying in the face of judicial authority when armed only with nothing new but only such arguments as had proved of no weight in the highest courts of law entitled to pass upon the matter.

Appeal dismissed with costs.

The Canadian Northern Railway Company and Don Valley Lands.

The Canadian Northern Ontario Railway Company applied to the Board, under section 178 of the Railway Act, for authority to take certain additional lands shown on the plan accompanying the application for the purpose of permanently diverting portions of highways particularly set forth in the application. The application was heard at the sitting of the Board held in the city of Toronto, April 22, 1908.

The facts are as set forth in the judgment of the Chief Commissioner.

Judgment of Chief Commissioner Mabee, dated April 28, 1908, concurred in by Mr. Commissioner Mills.

My brother Commissioners heard this case before I became a member of the Board, and were of the opinion, so far as the facts were concerned, that the application should be granted. Some of the landowners, however, raised the objection that the proceeding did not fall within the provisions of section 178 of the Act.

This provides that should the company 'require . . . more ample space than it possesses or may take under the last preceding section . . . for the diversion of a highway, or for the substitution of one highway for another . . . it may apply to the Board for authority to take the same for such purposes without the consent of the owner.'

Subsection 4 provides that 'the Board may, in its discretion, and upon such terms and conditions as the Board deems expedient, authorize in writing the taking, for the said purposes, of the whole or any portion of the lands applied for.' This section is much wider than section 139 of the Railway Act, 1903, which did not contain the words relating to the diversion of a highway, or the substitution of one highway for another, nor was it clear that under subsection 2 of section 186 a highway could be expropriated and closed up.

The necessity for the railway taking the particular lands in question for the purposes set forth in the application has been sworn to by the engineer, as required by subsection 3 of section 178. At the hearing, oral evidence was given to the same effect, and the Board's engineer has reported that, in his opinion, such necessity exists.

Objection was taken by Mr. Osler for some of the persons interested that the railway was endeavouring to expropriate these lands that it might convey them to the city of Toronto in substitution for certain lands the city was selling to the railway company; but a perusal of the agreement entered into between the railway company and the city shows that the lands the company is asking authority to take are to be used as a public highway in lieu of certain streets running through the lands covered by the agreement for sale entered into between the city and the railway company; and my brother commissioners have found as a fact that the lands covered by this application are required that the highway or highways in question may be diverted. Objection was also taken that the railway company intended locating a railway yard upon the lands hitherto acquired by it and those it was purchasing from the city; but I do not think, upon this application, the Board has any power to prevent the location of a yard at the point in question, the only matter for determination being whether the lands applied for are necessary for the diversion of these highways. If they are, the section covers the application. Some of the landowners admitted they could not successfully oppose the application. It is true that subsection 4 makes it discretionary with the Board. This discretion has been exercised by my brother Commissioners in favour of the applicant.

The railway company is not, however, necessarily entitled to locate the diverted or substituted highways as laid out upon the plan filed. The landowners are entitled to a voice in the new location, and if by reason of a change in such location the company is unable to obtain a conveyance of the lands covered by its agreement with the city, it necessarily follows that this application fails.

In the meantime, the Board's engineer will, after conference with the interested parties, direct where these diverted or substituted highways shall run. Then, if the city is still willing to carry out its agreement, the company may have authority to take the lands necessary for the new highway; but full compensation must be made to all landowners whose property is taken, not only for the value of the lands so taken, but also damages (if any) to the rest of the lands which may be injuriously affected by the location of a railway yard at the point in question, and generally by reason of the exercise of the powers conferred upon the company. If in the result the railway company takes lands from the owners affected for the purposes sought, the arbitrators may, in fixing compensation or in determining the costs of the arbitration, have regard to the landowners' costs of this application, and in the event of the railway company not acquiring the lands applied for, or any other lands from the owners affected by this application, then it should pay the landowners' cost of this application; in the latter event, to be fixed by the Secretary of the Board.

Re Township of Sydenham v. Canadian Pacific Railway Company.

The residents of the township of Sydenham and the town of Owen Sound complained to the Board of the dangerous condition of the highway where it crosses the line of the Canadian Pacific Railway at Murray's Cut near Owen Sound, and applied for an order directing the construction of a bridge over the railway at the point in question.

The facts are sufficiently stated in the judgment of Mr. Commissioner Mills, April 3, 1909.

Some time since, the late Chief Commissioner and myself reluctantly issued an order allowing the Canadian Pacific to run a track alongside of a lumber yard a short distance away from the main line of the company, although strong objection was made by the farmers in the locality, inasmuch as after the laying of the said track, or siding, those coming in by the road passing the said lumber yard would have to drive for some distance between this siding and the main line.

We had to admit that the road at that point would be made dangerous for vehicular traffic; but the lumber yard was laid out in such a way that we could not very well refuse the request for a track in the place applied for.

Now in view of the road along side of the lumber yard having been made more dangerous for traffic than it formerly was, there is, I think, good reason for the application to have the other entrance to the city from this direction, by Murray's Cut (13 or 14 feet deep at a sharp curve in the line), made safe, which, I think can be done only by the construction of a bridge, and I am inclined to support the conclusion of Mr. Mountain in his report attached to the file, that it would be advisable to construct a wooden bridge such as he proposes. I think the said bridge might be constructed at the cost of the railway company, and the approaches which are somewhat long and more or less expensive to fill, be made and maintained by the township, or the township and the said city of Owen Sound conjointly.

As I have not time at present to go more fully into the details, I leave the matter to be considered by the Chief Commissioner.

Judgment, Chief Commissioner Mabee, May 5, 1909, concurred in by Assistant Chief Commissioner Scott.

Of course, I am not aware what considerations entered into the granting of authority to lay the additional track at the lumber yard in question, but I do not think that action should necessarily lead to an order for the construction of the bridge in question. There is little traffic at the crossing where the bridge would be located, and the extent to which the traffic would be diverted if this bridge were constructed, thereby avoiding the alleged increased danger along the shorter route, is problematical.

Experience shows that the large majority of those using public highways will not take a longer route to avoid occasional dangers upon a shorter one—and unless the construction of this bridge would have the result of taking a substantial majority of the public away from the alleged dangers in the vicinity of the lumber yard not much good would result from the expenditure.

The policy of eliminating level crossings must be to deal first with those where the greatest danger exists, such danger arising from the traffic then passing over the crossing. Of course this remark does not apply where a street crossing was being entirely closed and the traffic diverted to another, where the grade was being eliminated, but I am unable to join in an order for the construction of a bridge like the present, in hope only that the public may use it, and at the same time leaving a dangerous situation like the one said to exist at the lumber yard. Railway companies are being called upon to make large capital outlays as well as increased annual expenditure for maintenance, to protect their grade crossings, and I am of opinion that if any permanent and substantial benefit is to be derived from these expenditures they should be confined to cases that are clear, and the public should not be left to choose between the safe new crossing and the old dangerous one, more particularly where the latter offers the shorter route. Therefore, if the street at the lumber yard cannot be closed, I am of the opinion the erection of the bridge should not be ordered.

By order, dated May 5, 1909, the application was dismissed with leave to the applicants to apply to the Board for the installation of a bell at the said crossing if they so desired.

London Fence Company v. The Canadian Northern Railway Company.

The London Fence Company, Limited, complained to the Board that the Canadian Northern Railway Company refused to provide and maintain a proper crossing where its tracks cross Broadway street, Portage la Prairie, for pedestrian and vehicular traffic, and applied for relief so that they might have free access to their factory.

The facts are set forth in the judgment of the Chief Commissioner, who with Mr. Commissioner McLean heard the complaint at the sittings of the Board in Winnipeg, February 13, 1909.

Judgment Chief Commissioner Mabee, February 13, 1909—

We both think in this case it is clearly shown there was an arrangement made between the late manager of the Fence Company and the representative of the railway, whereby the thirty foot right-of-way, the closed portion of Broadway on the north side of the Canadian Northern tracks, out to Main street, as shown on this plan, should be provided. It seems that the agreement was acted upon by the railway company. Some obstructions were removed, and since that time the Fence Company have been using the right-of-way as arranged out to Main street.

Complaint is made that the arrangement was not submitted to the board of directors by the then manager, and ratified by them, but that is not anything that the railway company had any control over, it was a matter entirely within the authority of the then manager to enter into this arrangement. It was entered into, I have no doubt, in good faith. The railway company carried out their portion of it, and we have got to see as far as we are able, that agreements are lived up to, not only by railway companies, but also by private individuals if they enter into them. That this agreement afterwards proved unsatisfactory to the new management is no reason why a further burden shoud be imposed upon the railway company.

We think that the agreement should be carried out. This roadway may be declared to be a right-of-way granted by the railway company to the fence company; if the city of Portage la Prairie will not accept it as a highway, accept dedication of it, and agree to maintain it, then it may continue to be an easement granted by the railway company as a right-of-way to this London Fence factory.

In addition to that, the railway consents, if the city of Portage la Prairie will extend their water main to the north, along the tracks of the railway, so that a hydrant may be located at a more convenient point to the fence company, to pay that expense. That, of course, is not anything we can order, because we cannot order the city of Portage la Prairie to supply water or extend the main; but if the fence company can arrange with the city to extend the main across the street and locate the hydrant so that they may save that one-quarter per cent of insurance, then upon Mr. Clark's undertaking whatever expense the city may be put to in connection with that, will be reimbursed.

Peoples' and Caledon Telephone Cos. v. Grand Trunk and Canadian Pacific Railway Companies.

The applicant telephone companies applied to the Board for an order compelling the respondent railway companies to permit the installation and maintenance in railway stations of telephones.

Judgment, Assistant Chief Commissioner Scott, May 5, 1909—

The Board has heard applications from Peoples' Telephone Company and the Caledon Telephone Company, for an order to compel certain railway companies to permit telephone companies to install their instruments in a number of railway stations. Under section 245 of the Railway Act, the Board may grant such an order, and may impose such terms as it deems just and expedient, but, in determining them, shall not take into consideration any contract giving exclusive or other privileges to any other telephone company by the railway company, with regard to the installation or maintenance in its stations of the instruments of such telephone company.

The only points to be considered then are whether such telephonic connection will be of public benefit, and if so, what terms should be imposed on the telephone company seeking the privilege. It will be a saving of time if the Board lays down certain general principles upon which it will act when such applications come before it.

If the telephone company's instruments are in general use in the district surrounding the station in question, and it appears that the installation of a telephone in the station would be of substantial convenience to the public having business with the railway company, and would not be unduly oppressive or inconvenient to the railway company, then I think the Board should grant the application.

As nearly all telephone companies in Canada are incorporated by provincial laws, and are consequently not under the jurisdiction of the Board, difficulty might be experienced in compelling such a company to comply with the terms and conditions the Board might desire to impose, unless the company was bound to do so by contract.

I, therefore, suggest that where the Board is of the opinion that the application of a telephone company for an order to compel a railway company to permit the installation of a telephone in its station should be granted, that before any order is issued the telephone company be asked to execute an agreement in the following or like form, in which I have set out fair and reasonable conditions upon which such order should be granted:

This agreement, made the day of , in the year of Our Lord one thousand nine hundred and , by and between , hereinafter called the 'Railway Company' of the First Part, and , hereinafter called the 'Telephone Company' of the Second Part.

Whereas, the Telephone Company is desirous of placing a telephone instrument in the station of the Railway Company at , in the Province of .

And whereas the Railway Company is willing to permit the said telephone instrument to be placed in its said station upon the terms and conditions hereinafter stated.

Witnesseth, that in consideration of the premises, it is hereby agreed by and between the parties hereto, as follows:—

1. Upon the terms and conditions hereinafter stated, the railway company will permit the telephone company to install a telephone instrument in its said station, the telephone company to pay the railway company a rental of $1 per annum for the privilege, to be paid on the first day of January in each year, during the continuance of this agreement.

2. The telephone instrument shall be placed and maintained at the said station without damage to the railway company's property, and entirely at the risk and expense of the telephone company, free from any rental or other charge to the railway company, and the telephone company will not seek to hold the railway company responsible for any damage to said instrument, no matter how such damage may occur.

3. The telephone company may erect and maintain such poles and wires on and across the lands of the railway company as may be necessary for the installation and operation of the said telephone instrument, provided that such poles shall be placed, and such wires strung, to the satisfaction, and under the supervision of a duly authorized official of the railway company, and at such places only as he shall designate.

4. The said telephone instrument shall be of the most modern and efficient type in use by the telephone company; it shall be a desk or wall instrument, whichever the railway company may desire; it shall be placed in such position in the said station as the railway company may indicate, and shall be connected by private wire with the central of the telephone company.

5. The railway company, its officials, agents and employees, shall have service from, to, and through the said telephone instrument with local and rural subscribers over the telephone lines of the telephone company, without charge therefor.

6. The telephone company may, with the approval of the Board of Railway Commissioners for Canada, remove its telephone instrument from the said station and its poles and wires from the property of the railway company at any time upon giving the railway company 30 days' notice in writing of its intention so to do. All damage done to the property of the railway company in removing the said telephone instrument, poles and wires, shall be repaired by and at the expense of the telephone company.

7. This agreement shall terminate at any time upon the order of the Board of Railway Commissioners for Canada, granted on the application of the railway company, or otherwise, and the telephone company will, at all times, carry out and obey any order of the said Board, with regard to the installation, maintenance, operation or removal of the said telephone instruments, poles or wires, and hereby submits itself, in so far as this contract is concerned, to the jurisdiction of the said Board.

In witness whereof the parties hereto have executed these presents.

Upon such an agreement being signed for each of the stations in which the telephone companies before us desire to install instruments, I think the order asked for should be issued.

My suggestions in this matter apply only to cases where one or two telephone companies desire to put their instruments in a railway station; if a third or more companies desire the privilege, a special application should be made to the Board, otherwise a railway company might be put to much inconvenience.

The Chief Commissioner and Commissioner McLean concurred.

Re Orillia and Georgian Bay and Seaboard, Canadian Northern Ontario, and Grand Trunk Railway Companies.

The Georgian Bay and Seaboard Railway Company applied for an order, under section 176 of the Railway Act, for authority to take possession of, use and occupy certain lands belonging to the Grand Trunk Railway Company near Orillia, in the province of Ontario, required for the purposes of its railway.

Judgment Chief Commissioner Mabee, December 3, 1909—

Had the location of the Georgian Bay and Seaboard Railway and the Canadian Northern Ontario Railway in the town of Orillia been left to the unfettered control of the Board, I should have been in favour of requiring joint use of the present Grand Trunk Railway tracks and terminals, with such enlargements and changes as might be necessary, with a joint union station for the three roads, with a new swing bridge over the Narrows at or near the site of the present Grand Trunk Railway bridge. The Georgian Bay and Seaboard Railway Company and the Canadian Northern Ontario Railway Company have, however, obtained the approval of the Governor in Council of a new structure over the Narrows, and this Board has no power to deviate from this location. This prevents the Board from requiring these railways to use the Grand Trunk Railway tracks for an entrance into the town, and so the new entrance must be fixed from the point at which the new bridge is to be located over the Narrows. This necessitates a level crossing over the tracks of the Grand Trunk Railway at Atherly and the establishment of at least eleven level crossings over streets in the town of Orillia, all, or the most of which might have been avoided by requiring joint use to be made of the Grand Trunk entrance.

The new union station proposed for the joint use of the Georgian Bay and Seaboard Railway and the Canadian Northern Ontario Railway is only two blocks from the present station, and is so located that all traffic to and from the town must pass over the tracks of the Grand Trunk. The new line is along the waterfront, and the citizens to reach the lake or the town parks will be compelled to cross an additional line of railway. This new line is located through one of the parks, and one of the resolutions passed by the town council provides as follows:—

> that the railway will use for their first single track only so much of the sixty-six feet right-of-way across the park as may be necessary therefor, and will lay out the balance, not immediately required for these tracks, to conform with the park property adjoining, and will, *if the consent of the Railway Commission can be obtained by the town, and the town will assume the responsibility therefor, leave their right-of-way through the park unfenced,* so that it will not necessarily lessen the area available for park purposes.

If I understand this arrangement, it is that the property shall be level park right up to the road-bed, and the provision would seem to indicate that the park being somewhat limited in area, it was the desire of the town council that children playing there should have unobstructed access to the roadbed of the railway for use as their play or recreation grounds.

This road is being constructed as a grain route from Georgian bay, and some idea of the probable traffic may be obtained from the statement made at one of the hearings that the Grand Trunk had carried this year through Orillia twenty million bushels of grain. What will it be a few years hence? What a splendid acquisition all this will be to the Orillia park.

We have had several deputations from the town council asking approval of all this. It may be taken for granted that had this Board not been bound by the location of the new bridge, no part of this arrangement would have been approved or sanctioned.

Some parts of the matter the Board can yet control; one is the fencing of the right-of-way through the park and, notwithstanding the apparent desire of the corporation to assume responsibility for lives that may be lost there for the want of fencing, the right-of-way must be fenced, and not with the ordinary railway fence either, must be of a character that the children cannot climb over.

Another matter is the protection of all these additional level crossings that the council is unnecessarily imposing upon the inhabitants, as well as increasing the necessity of protection at existing Grand Trunk crossings by reason of traffic to the new terminals. The delegates were told that when these matters come up for consideration and distribution of cost, the history of what gave rise to them would not be forgotten by the Board. Nor will it be.

The location of the new Union station, as shown on the plan filed by the Georgian Bay & Seaboard Railway Company, as well as the location of its line of railway to the west of the station may be approved. That from the road allowance between concessions six and seven easterly as shown in red upon the plan, may be approved; except that the Chief Engineer of the Board will locate the crossing at Atherly at such point as will work the least inconvenience to the Grand Trunk Railway and at the same time afford a proper crossing for the applicant; and he will also define the mode of protection. Of course all this, including establishment, maintenance, and operation of the protective device shall be at the expense of the applicant railway companies.

The section between the above road allowance and the Union Station presents different considerations. The applicant railway companies ask leave to take one of the tracks of the Grand Trunk throughout most of this course making proper compensation, or building another track for the latter company to the south. These tracks are from one to four hundred feet apart, and the council strongly supported the case of the applicants for the appropriation of the northerly Grand Trunk track. I am of opinion that this is in part fair, but the applicants should not take Grand Trunk property farther west than at or near the ice-house, and if they cannot agree, this exact location will be settled by the Engineer, my present idea would be at about the point where the profiles show the railway lines to be at grade.

The applicants must straighten out the northerly Grand Trunk line; that is, construct a new line in all respects equal to the present along a course to the south of the portion appropriated by them, and all this must be to the satisfaction of the Chief Engineer. Plans must be filed showing a new location to the west from the point of departure from Grand Trunk property to the new Union Station.

Much complaint was made that a location like the above would leave the Grand Trunk in control of new industries, located upon the town property situate between the two lines of that company. This need not at all follow. There is no difficulty in providing access to any such industries from the lines of the applicants, and when any such industries require spurs, if the Grand Trunk obstructs and application is made to the Board, they will be properly taken care of.

The applicant companies must compensate the Grand Trunk Railway Company for any of its land taken that may not be included in mere track removal, and if they cannot agree, then such compensation shall be fixed by the Board, or by whom it may appoint.

If the foregoing does not dispose of all the applications before the Board upon these matters, they may be spoken to again.

Township of Caldwell v. The Canadian Pacific Railway Company.

The township of Caldwell applied for a highway crossing over the line of the Canadian Pacific Railway Company on the town line between the townships of Caldwell and Springer.

The company consented, but submitted that it should be at the cost of the township as to construction, maintenance and operation. This the township declined and asked for the disposition of the question of cost.

From the correspondence it appeared that the townships of Caldwell and Springer were surveyed in the year 1880, the former by R. H. Coleman, O.L.S., and the latter by J. K. McLean, O.L.S. The railway was constructed at the point in question in 1883, and the plans of the survey do not show any reservation of road allowance, as such, along or between the boundaries of those townships.

Judgment, Chief Commissioner Mabee, December 8, 1909.

It has been well settled that municipalities asking for leave to open new streets or highways over railway lines are required to bear the expense connected therewith, but the railway companies have not been allowed, nor so far as I know have they ever asked for compensation for their lands used for such roads or streets.

The Minister of Crown Lands for Ontario informs the Board that the surveys of the townships of Springer and Caldwell show no road allowances along either of the boundaries, or the concessions or side lines, but that, under this system of survey, when patents issue, a reservation of five per cent of the total area is made for roads, with the right in the Crown to lay roads out where necessary or expedient.

The railway line then was constructed through these townships with the knowlege of this practice of the Department of Crown Lands. Of course, the location of roads had not been defined at the time of construction, but that there must at some future time be highways somewhere was known, and that the five per cent was being, or would be withheld by the Crown from settlers for such purpose was also known; so if the plan had shown a highway between these townships and the company, in that event, would have had to bear the expense of opening the road, why should the same principle not apply where the company knows the Crown will reserve a portion of the land for highways, to be located at proper and convenient points in the future? It is no greater burden upon the railway company in one case than in the other; in the one the company knows where it may be at some future time called upon to bear the expense of opening a highway; in the other it knows of the five per cent reservation in each Crown deed, but the exact point of location of highway is not known. Along the tier of lots on the boundary line between these townships the five per cent is kept out for highways, it was known this would be done, so it is no hardship to require the railway company to bear the expense of opening a highway along this boundary where the same crosses the railway right-of-way. This should be made to comply with the standard of highway crossings, and if the work cannot be done this winter, it should at least be completed by June 1, 1910.

Mr. Commissioner McLean concurred.

The order of the Board, dated December 13, 1909, directed the railway company, at its own expense, to carry the highway over the tracks of the company in accordance with the general regulations of the Board affecting highway crossings, the work to be completed by June 1, 1910, and provided that the township should bear the expense of maintaining the crossing.

The Essex Terminal and Windsor, Essex and Lake Shore Railways.

Under the order of the Board of March 26, 1909, referred to in the judgment, the cost of maintaining and operating the crossing of the Canadian Pacific Railway Company's tracks and the tracks of the Windsor, Essex and Lake Shore Rapid Railway Company by the tracks of the Essex Terminal Railway Company, and of the protective appliances to be installed at said crossing, was directed to be divided equally between the Windsor, Essex and Lake Shore Rapid Railway Company and the Essex Terminal Railway Company.

Counsel for the Essex Terminal Railway Company applied to the Board for a reconsideration of the apportionment of the cost of such installation and maintenance on the ground that the Essex Terminal Railway Company were lawfully senior to the Windsor, Essex and Lake Shore Rapid Railway Company.

Judgment, Chief Commissioner Mabee, December 10, 1909:—

The order issued in this matter on March 26 was intended to put into effect what I understood the Board before I was a member of it, had previously directed. I had not gone through the proceedings and had no knowledge of the merits. I have, however, subsequently looked into the case, and it is self-evident that the order in question is wrong and works injustice to the Windsor and Essex Railway Company.

Priority has been established in favour of the Windsor and Essex over the Essex Terminal, so all expense of the crossing by the latter over the line of the former must be borne by Essex Terminal; nor should the location of this crossing, or the crossing or connection of the Essex Terminal with the Canadian Pacific line of railway in any way affect or add to the burden of the crossing of the Windsor and Essex over the Canadian Pacific. The order is entirely wrong in dividing the cost of these three crossings between the two electric railways. The cost of installing separate protective devices would leave the Windsor and Essex with much less financial burden than the installation of one device for all crossings; and if the Board requires only one to be installed the cost should be equitably distributed having regard to the requirements of each company. The interlocker to be used is to have some forty-three levers; the cost of installation and maintenance will be divided between the two electric companies in the proportion that the number of levers used by each company bears to the total number of levers in the tower. In other words, if there are forty-three, and twelve are necessitated by reason of the crossing of the Windsor and Essex over the Canadian Pacific, then the Windsor and Essex should bear 12-43 of the cost of erection, installation and maintenance.

The tower is to be operated by two men appointed by the Canadian Pacific Railway Company but paid one-third by the Windsor and Essex Railway and two-thirds by the Essex Terminal Railway.

Order, in accordance with the judgment, dated December 15, 1909, and rescinding order dated March 26, 1908, issued.

The City of Regina v. The Canadian Pacific Railway Company.

The council of the city of Regina applied to the Board, under sections 237 and 238 of the Railway Act, for an order directing the Canadian Pacific Railway to provide and construct a suitable subway where the company's railway intersects Albert street in the said city.

Judgment, Assistant Chief Commissioner Scott, December 11, 1909:—

This application was first heard by the Board at a sitting at Regina, held on February 11, 1909, the Chief Commissioner and Mr. Commissioner McLean being present. In a memorandum of May 11, 1909, the Chief Commissioner stated that upon Mr. Mountain's recommendation the plans for the subway may be approved; and he further stated that the question of the proportion of the cost of the structure to be borne by the parties interested should be settled if possible amicably between the city and the railway company. A copy of the Chief Commissioner's memorandum, in which Mr. McLean agreed, was sent to all parties by the secretary, in a letter dated May 19, 1909. A conference was held between Mr. Peters, assistant to the second vice-president of the Canadian Pacific Railway Company and the municipal authorities, on July 19, but they were unable to come to an agreement.

Plans of the proposed subway were approved by Mr. Mountain the Chief Engineer of the Board, on September 3, 1909. The only question then remaining to be determined was, how the cost of the structure was to be divided between the railway company and the city.

At a sitting of the Board consisting of Mr. Commissioner McLean and myself held at Regina, on November 8, 1909, we heard argument on behalf of the city and the railway company on the question of the distribution of the cost of the subway.

Counsel for each party subsequently put in a further argument in writing with reference to the question of seniority of the highway over the railway at Albert street crossing. I am of opinion from the evidence and argument, that the highway at Albert street was a legal highway before the railway company had the legal right to cross the highway with its tracks.

Therefore, at this point the railway is the junior, but I do not think it is a very important factor, as the necessity for the separation of grades at Albert street arose years after both the street and the railway were constructed. It is the increased traffic on the highway as much as on the railway that make this grade crossing a dangerous one.

From the correspondence between the parties which ensued after the conference of July, it appears that the city is willing to look after the paving of the street and the construction of new sidewalks. That, of course, is work which it would have to do in any event when it became necessary, whether a subway was constructed or not. In addition to this, as the benefit is going to be a substantial one from the municipal point of view, I think that it should bear the entire cost of the excavation work necessary and pay one-half of the land damages caused by the construction of the subway. The city of course should look after the drainage.

An order should, therefore, go that the railway company build all abutments, retaining walls, pedestals and superstructures shown on the plans. Upon the city ascertaining the amount of the land damages, the railway company will pay the city one-half of the same. The city to do all excavating required, and pay one-half of the land damages. The work should be completed by the first of August, 1910, and any engineering disputes which may arise between the parties in carrying out the work should be settled by the Chief Engineer of the Board.

Mr. Commissioner McLean concurred. Order dated December 13, 1909, issued accordingly.

Crossing Public Highway in the Township of Scarboro by the Canadian Northern Ontario Railway Company.

The Canadian Northern Ontario Railway Company applied for authority to construct its line across the public highway in the township of Scarboro, county of York and province of Ontario, known as Pharmacy avenue.

At the hearing of the application, Counsel for the municipality urged that a level crossing should not be approved at this point, but that the railway company should be directed to construct a subway carrying the highway under the railway. The elevation of the track over the present grade of the highway at this point would be about 7 feet 6 inches, and it will therefore require an excavation of 8 feet 6 inches for the construction of the subway.

The evidence was that at present the traffic on the highway is not heavy, and that there are few residents on it adjacent to the railway.

Judgment, Assistant Chief Commissioner Scott, February 8, 1910.

While the difference between the grade of the railway and the highway at this point lends itself to the construction of a subway, nevertheless, I think that bearing in mind the objectionable grade on the highway and the fact that there is not a heavy traffic upon it, we should not order a subway to be constructed by the railway.

There are so many other points where separation of grades is more necessary than at this highway, I think we should not unduly tax the financial resources of the company in this case.

In my opinion, an order should go approving of the level crossing as indicated on the plan submitted by the railway. Mr. Commissioner Mills concurred.

Application of the City of Vancouver for leave to construct a wooden foot-bridge over the tracks of the Canadian Pacific Railway at the north end of Carrall street, in the said city.

Judgment, Assistant Chief Commissioner Scott, November 25, 1909:—

Until recently the public used to cross over the railway tracks north of Carrall street to get to the wharves and steamers in that vicinity along the water front of Burrard inlet. This was, undoubtedly, a dangerous practice and the railway company put a fence along the south side of its property to stop it.

The nearest point to Carrall street where the railway can now be crossed is Columbia avenue, about six or seven hundred feet east.

The city now wants, at its own expense, to be permitted to construct an overhead bridge for foot passengers only, over the tracks where the public used to cross, at grade, at the end of Carrall street. As there is a great deal of travel to and from the water front, I think it would be most convenient to the public if this foot-bridge were built.

The railway company submits that the Board has no jurisdiction to grant the application. I do not agree with it.

The Board has ample jurisdiction under section 237 of the Railway Act, as it appears in section 4 of chapter 32 of the statutes of 1909, to authorize a municipality to construct a highway across a railway, and we are given very wide powers to impose terms and conditions. This will be a highway across the railway.

I think the application should be granted and an order go approving of the plans, if they are satisfactory to an engineer of the Board.

Mr. Commissioner McLean concurred.

Application of Walter Harland Smith, under section 29, for an order to amend orders of the Board No. 7706 and No. 8055, re Grand Trunk Railway Company's Branch Lines crossing and west of the seventh line in the town of Oakville, Ont. Held at Toronto, March 22, 1910.

JUDGMENT.

Hon. Mr. Mabee.—Dealing first with this Davis and Doty matter; on September 9, an application came to the Board from the Grand Trunk Railway for leave to construct this branch line or siding extending from a point on the company's railway west of the seventh line road, thence along the seventh line road to the lumber yard and premises of Messrs. Davis & Doty.

The original plan filed has endorsed upon it the approval of the municipal authorities of Oakville as evidencing the consent of the municipality to the use, for the purposes of this industrial siding, of the seventh line according to the plan.

The application was passed upon by one of the Board's engineers on September 11, and inasmuch as the town had signified its consent to the construction of the spur, the engineer recommended that there need be no advertisement of the application.

The branch line section number 222 provides, where an application is received together with the plan, profile and book of reference, and so on, that four weeks' public notice of its intention to apply to the Board under this section shall be given in some newspaper published in each county or district through which the branch line is to pass, or if there be no newspaper, then in the *Canada Gazette.*

I suppose there is a newspaper in the town of Oakville. If public notice had been given of the intention to apply for this order, the probabilities are that a good deal of subsequent trouble and heart-burning would have been saved. But, acting upon the recommendation, inasmuch as the town had consented, an order was made on September 13 permitting the construction of the spur, and also dispensing with notice of publication.

It is in our view perfectly clear that notice of the publication of this application should not have been dispensed with. It is a mistake to suppose that there were no landowners interested in this application save Messrs. Davis & Doty, and the municipal council of Oakville, if that may be considered for the purposes of this application a land-owner. The owners of the land on both sides of this highway, along which it was proposed to construct this spur, were parties interested. If a man buys land abutting on a public street, he is surely very greatly interested in the construction of a siding or a spur of any description along that street in front of his property. So that the land-owners along both sides of the highway had a right to be heard, and should have had an opportunity of being heard before this order was made. In addition to that, I think it very bad practice for the Board to adopt to grant orders of this kind, even if the municipalities are inclined to turn over the public streets for location thereupon of these industrial spurs, without giving the inhabitants living in the community an opportunity, through public advertisement of finding out what is contemplated.

It is no doubt a hardship, and we fully appreciate the difficulty in dealing with a matter of this sort after the work is on the ground, after it has been done, and after money has been expended. It does not assist much to say that only ten or a dozen cars have been moved. I do not know how far to the north these industries extend beyond Messrs. Davies & Doty. It may be that other industrial establishments, and many of them, will grow up and this spur be extended, and perhaps in five or ten years hence, instead of only a few cars being moved per month along this highway, there may be many cars every day, and in the end it may be that the public highway at this point may be turned over very largely for the purpose of moving traffic to and from industrial establishments as they develop and grow.

We think, notwithstanding the money that has been spent, and notwithstanding the hardship, there is only one course for us to take in the public interest, and that is to rescind the order that has been made.

Many of the remarks that have already been made have application to the Shields and Hilkmer situation. The consent to cross the highway at that point, we think, was given without full consideration of what it all meant from the public point of view. There are a large number of tracks, it is a busy section, one of the busiest sections on the line of the Grand Trunk system. There are many fast trains passing Oakville, and passing this seventh line highway that do not stop there. The putting down of another crossing and some distance away makes it only worse. We think it was a serious matter from a public point of view. The order was also made without being advertised and without the public having an opportunity of intervening.

We think, notwithstanding the work that has been done and the money that has been expended there, that order must also be rescinded. It may be that the siding can be extended along to the west. and doubtless will be. There is vacant land suitable for manufacturing sites, and as these towns grow into cities, and industries spring up in a short time, the whole of this street will be given over to the movement of traffic across it. I fancy that there must be locations at Oakville where these industries could have been established, without in one instance requiring the whole of the highway for a long distance being occupied by a railway track, and the same highway crossed at another dangerous spot.

If people will locate where they are handicapped by those difficulties in connection with getting their sidings in without considering the matter from a public point of view, they have only themselves to blame.

We have no hesitation whatever in rescinding both these orders.

Central Saskatchewan Boards of Trade and the Grand Trunk Pacific.

The facts are fully set forth in the judgment of the Chief Commissioner.

Judgment of Chief Commissioner Mabee, March 16, 1910.

The above Boards of Trade appeal to this Board to compel the Grand Trunk Pacific Railway Company to institute and operate ' an adequate daily first-class passenger service,' on the line of the Grand Trunk Pacific between Winnipeg and Edmonton.

The powers of the Board to require railway companies to furnish proper train accommodation, after lines have been opened for traffic, are undoubted, but the difficulty in this case is that the Grand Trunk Pacific between Winnipeg and Edmonton has never been opened for traffic.

The matter is one of importance to the public, and it is proper that the situation should be understood by all concerned.

Under its charter and contract the Grand Trunk Pacific has until December 31. 1911, to complete its works, and under the provisions of 4 and 5 Edward VII., cap. 98 it is still in the construction period. The active control of this Board, apart from matters relating to construction begins when the company applies under Section 261 for the opening of the road for the carriage of traffic. The Board cannot open a road for traffic except upon the application of the company. The following is Section 261 in full:—

> 261. No railway or any portion thereof, shall be opened for the carriage of traffic, other than for the purposes of the construction of the railway by the company, until leave therefor has been obtained from the Board, as hereinafter provided.
>
> 2. When the company is desirous of so opening its railway, or any portion thereof, it shall make an application to the Board for authority therefor, supported by affidavit of its president, secretary, engineer or one of its directors, to the satisfaction of the Board, stating that the railway, or portion thereof, desired to be opened, is in his opinion sufficiently completed for the safe carriage of traffic, and ready for inspection.
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> 3. Before granting such application, the Board shall direct an inspecting engineer to examine the railway or portion thereof proposed to be opened.
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> 4. If the inspecting engineer reports to the Board, after making such examination, that in his opinion the opening of the railway or portion thereof so proposed to be opened for the carriage of traffic, will be reasonably free from danger to the public using the same, the Board may make an order granting such application, in whole or in part, and may name the time therein for the opening of the railway or such portion thereof, and thereupon the railway, or such portion thereof as is authorized by the Board, may be opened for traffic in accordance with such order.
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> 5. If such inspecting engineer, after the inspection of the railway, or any portion thereof, shall report to the Board that, in his opinion, the opening of the same would be attended with danger to the public using the same, by reason of the incompleteness of the works or permanent way, or the insufficiency of construction or equipment of such railway, or portion thereof, he shall state in his report the grounds for such opinion, and the company shall be entitled to notice thereof, and shall be served with a copy of such report and grounds, and the Board may refuse such application in whole or in part, or may direct a further or other inspection and report to be made.
>
> 6. If thereafter, upon such further or other inspection, or upon a new application under this section, the inspecting engineer reports that such railway, or portion thereof, may be opened without danger to the public, the Board may make an order granting such application in whole or in part, and may name

the time therein for the opening of the railway, or such portion thereof, and thereupon the railway, or such portion thereof as is authorized by the Board, may be opened for traffic in accordance with such order.

7. The Board, upon being satisfied that public convenience will be served thereby, may, after obtaining a report of an inspecting engineer, allow the company to carry freight traffic over any portion of the railway not opened for the carriage of traffic in accordance with the preceding provisions of this section. 3 E. VII., c. 58, s. 207.

Certain orders have been made by the Board—one granting the company leave to carry settlers and their effects upon construction trains, and then for leave to run tri-weekly mixed trains, both of which were probably beyond the powers of the Board to make; but the company was anxious to grant the public such accommodation as it could, and many requests came from business bodies that some service should be furnished. We yielded to those demands, and these orders, for what they were worth, which was probably nothing, were made. The public has I presume received some accommodation from the service inaugurated under these orders, and are now clamouring for improvement in it. The Board can do nothing. The above section says that no railway shall be opened for the carriage of traffic except by leave of the Board, and that when a company is desirous of so opening its railway, *or any portion thereof,* it shall make an application for such authority. This Board cannot open a road for traffic against the desires of the company, or without its making an application for an order for such opening. The Grand Trunk Pacific has never made such an application, and takes the position that its road is still in the construction period and not yet in shape to be opened. It is said it has no terminals in either Winnipeg or Edmonton to handle first-class passenger traffic properly, but this is immaterial, the main fact being no application made for opening, no order can be made. A further difficulty exists in the fact that the Special Act provides that 'period of construction,' shall mean the period of time which shall elapse until the western division shall be completed under the provisions of the Transcontinental Railway Act, or of any Act extending the time for completion, and that the government shall fix the *date of such completion* by Order in Council. Section 3 of the Railway Act provides that where the provisions of the Special Act conflict with those of the Railway Act, the provisions of the Special Act shall override the Railway Act; and so it may be that the Board can in no event open this road for traffic until the date of completion is fixed by Order in Council.

A hand bill was sent down showing this company had been carrying Christmas excursionists in connection with eastern lines. This was, of course, an abuse of the orders that the Board granted, but it does not assist in solving the problem at issue, or in conferring authority to grant the applicants' request.

Commissioners Mills and McLean concurred.

Queen Street Crossing at Palmerston by the Grand Trunk Railway.

Judgment, Assistant Chief Commissioner Scott, February 4, 1910.

When the Board considered the question of protection at the level crossing of Queen Street, Palmerston, over the tracks of the Grand Trunk Railway Company, at the recent sitting in Toronto, on January 27, in the presence of a representative of the railway company and the municipality, it was conceded on all sides that this crossing was an extremely dangerous one, and required better protection than it now has. At present there are twelve tracks of the Grand Trunk Railway crossing Queen Street, and the only protection afforded is that of a flagman who has been stationed there by the Grand Trunk at its own expense, on an order of the Board passed in 1905. There is a school on the northeast side of the railway yard, which is attended by a large number of pupils from southwest of the yard who have to cross the railway tracks at Queen Street four times a day. To the west of Queen Street, both William and James Streets are open for vehicular traffic; on the east there is a crossing open for vehicular traffic some distance east of the railway company's yard.

At the hearing, the representative of the town of Palmerston stated that the municipality was willing to close Queen Street over the tracks of the railway company for vehicular traffic, on condition that the railway company would build a subway or overhead bridge for the passage under or over its tracks for pedestrian travel. This, I think, is a fair proposition. The closing of a level crossing at Queen Street will be of very great advantage to the railway company. The crossing runs practically through the middle of the yard, and the railway company can carry on its undertaking far better if it is unencumbered by a level crossing, with the danger and responsibility which it entails.

I therefore, am of opinion, that an order should go directing the Grand Trunk to construct a pedestrian subway at Queen Street, on condition that the municipality close the street within the limits of the railway company's property for vehicular traffic by by-law. The railway company should submit plans of this proposed undertaking within thirty days, for the approval of an engineer of the Board. I do not now say whether the subway should be under the existing tracks only, or should be from one side of the railway company's property to the other. The railway company is the best judge of what it requires; but it should be clearly understood that in the event of the northern entrance to the subway terminating south of a point on Queen Street forty-three feet south of Prospect Street, that no tracks will be permitted to cross between that point and the entrance to the subway on the level. The subway should be lighted by the municipality, as they have to light their own streets. I cannot see that there should be any land damages caused by the construction of the subway, but if there are any they should be borne by the railway company, the municipality on the other hand being liable for its own acts in connection with the closing of the street for vehicular traffic. This subway should be completed by the first of July next, and from the date of its completion the railway company should be relieved from its obligation, under the order of 1905, from the maintenance of a flagman at Queen Street crossing.

I would give to the railway company twenty (20) per cent of the cost of the subway out of the Railway Grade Crossing Fund.

Concurred in by Commissioner Mills.

Re Bridge over the Canal, Railway Tracks and Company's Rights-of-Way on the Cockshutt Road, Market Street, in the city of Brantford.

The city of Brantford applied to the Board for the approval of plans for the construction of a new Market Street bridge and the apportionment of cost thereof the city agreeing to pay about one-half.

The Chief Engineer of the Board reported on the present wooden structure and his recommendation was that for the protection of the travelling public, especially the street-car traffic, a new and stronger bridge was required.

The judgment of the Board delivered by Mr. Commissioner Mills, February 23, 1910, was that the city should be authorized to construct the proposed new steel and concrete bridge, according to plans examined and approved by the Engineer of the Board.

Dealing with the question of apportionment of the cost the judgment is—

Regarding the apportionment of the cost of the proposed bridge, several interests and obligations have to be considered.

The City.—The city no doubt has a large interest in the construction of the said bridge; and when every interest is fairly considered, it may be necessary to require of it a somewhat larger contribution than that mentioned at the hearing.

The Grand Valley Railway Company.—The Chief Engineer of the Board, after careful calculation and consideration, has furnished me with a memorandum stating that, in his opinion, a bridge which can safely be used for an ordinary two-track line of street cars will cost from sixteen to twenty per cent, say usually about eighteen per cent, more than it would cost to make it sufficiently strong and safe for vehicular traffic, which is about fifteen per cent of the total cost of such a bridge; and in this particular case it would, I think, be fair to add at least 1⅓ per cent for the strengthening of the arch over the canal, which must be done not merely beneath the car track, but throughout the whole arch. Hence it appears that the Grand Valley Railway Company (the Street Railway Company of the city) should make a considerable contribution towards the construction of the bridge in question.

The Western Counties Electric Company.—The highway, or street, crossed by the canal having been in existence before the canal was originally constructed, the Western Counties Electric Company, as the present owner of the canal, would, according to the usual practice of the Board, have to pay the entire cost of the span of the bridge over the canal, or something more than fifty per cent of the total cost of the bridge; but in view of all the other interests in this case, I think a much smaller percentage should be required of the said electric company.

The Three Railway Companies under the Bridge.—Three railway companies have rights-of-way under the proposed bridge:—

The Toronto, Niagara and Western Railway Company, for a through line.

The Brantford and Hamilton Electric Railway Company, to do the switching at the terminus of its main line.

The Grand Trunk Railway Company of Canada, for switching to a flour mill.

The tracks of the Grand Trunk Railway Company were laid years ago; and the other two companies are unwilling to surrender their rights under the proposed bridge. Hence it would appear that the bridge must be constructed so as to provide for all three railway companies; and, as present provision means present expenditure, it seems that the only course open to the Board is to make what it considers an equitable distribution of the cost among all the parties interested, including the three railway companies.

APPORTIONMENT OF COST.

The apportionment of the cost of the proposed bridge shall be as follows:—

	Per cent.
City of Brantford..	51
Grand Valley Railway Company (for one track, 7½ per cent and 1½ per cent)..	9
Western Counties Electric Company (owner of canal)..	24
Toronto, Niagara and Western Railway Company (main line).	6½
Brantford and Hamilton Electric Railway Company (switching at terminus of line)..	6½
Grand Trunk Railway Company (switching for flour mill)...	3
	100

Terms of Payment.—The city to furnish all the other parties interested with copies of a statement showing the actual cost of the said bridge, and the said other parties to pay to the city their respective percentages of the said cost as soon as the bridge is completed and ready for use.

Maintenance.—The cost of the maintenance of the pavement of the bridge to be divided as per agreement between the city and the Grand Valley Railway Company. The cost of maintaining the remaining portions of the bridge is to be apportioned when the occasion arises.

N.B.—There should be in the order a clause directing each and every company referred to in the order to see that no man is ever on the top of any car while it is passing under the said bridge.

Order in accordance with judgment issued.

Re *Bridge over the Don Improvement at Queen Street, Toronto.*

This was an application by the city of Toronto for authority to build a high level bridge over the Don improvement and the tracks of the Canadian Pacific, Grand Trunk and Canadian Northern Ontario Railway Companies at Queen street east in the city of Toronto.

Upon the hearing of the original application in December, 1906, the board, composed of the late Chief Commissioner Killam and Commissioner Mills, decided that the bridge was to be built, but reserved the question of the proportion of cost to be borne and paid by the different parties interested. This question was allowed to stand pending the determination by the board of the viaduct question, which would affect the grade of the tracks at the Queen street crossing.

At its sittings in Toronto, June 3, 1909, counsel for the parties interested decided not to re-argue the question of the apportionment of the cost of the bridge, and asked the board to consider it on the argument addressed to the board in December, 1906.

Judgment, Assistant Chief Commissioner Scott, June 23, 1909.

The only questions for us to determine now are, who shall pay for the construction of the bridge, and to what extent shall each one contribute.

The existing bridge at the point in question carries Queen street, an important highway in the city of Toronto, over the Don river. Queen street was a highway at the point in question long before the railway tracks were laid across it. There is a heavy traffic over the bridge, which was largely increased since the level crossing of the railways over Queen street was established.

The Toronto Street Railway Company was in 1893 permitted to cross the tracks of the Grand Trunk Railway and the Canadian Pacific Railway at Queen street, and has to pay a considerable amount annually for the protection of the crossing. The Street Railway Company's franchise expires August 31, 1921, so that the use of the proposed bridge by that company under its franchise will only be for a comparatively short time. Nevertheless, as a great number of street cars pass over the crossing daily, and as a number of accidents have already happened in spite of the protection appliances in use, separation of grades at this point will be of considerable benefit to the street railway.

By an agreement made on July 23, 1890, a copy of which will be found as schedule A to the Ontario statutes, 54 Victoria, Cap. 82, between the Canadian Pacific Railway Company and the city of Toronto, the company agreed to provide gates and watchmen at the crossing in question, and also agreed to contribute towards the cost of a high level bridge when it should be constructed by the city.

The crossing is of much importance to the Canadian Pacific Railway Company. It is used by its through trains from the east and west, and its line at that point is its only entrance from the east to the Toronto union station terminals. The Canadian Northern Ontario Railway has no other entrance to its new freight terminals and the Union station, except over the Queen street crossing. The use of the crossing by the Grand Trunk Railway is not as great or as important as that of either of the other railways. That company only uses it for freight purposes in connection with its Toronto Belt Line Railway.

It is difficult to decide with absolute fairness what each party should contribute towards the cost of the new bridge, or rather the elevation of the existing bridge and the construction of new approaches, which I understand is the method agreed upon by the engineers, of accomplishing the desired end.

Separation of grades at this point will be of much benefit to the people of Toronto and to the different railway interests using the crossing. All parties should contribute towards the cost of the undertaking, and I am of the opinion, all things considered, that substantial justice will be done if the cost of construction, and land damages, if any, are paid for in the following proportions:—

City of Toronto	15 per cent.
Toronto Street Railway	15 " "
Canadian Pacific Railway Company	35 " "
Canadian Northern Ontario Railway Company	25 " "
Grand Trunk Railway Company (belt line)	10 " "

As far as the maintenance of the bridge is concerned, unless the circumstances materially change at a later date, I think the city should maintain the roadway entirely at its own expense and pay 70 per cent of other maintenance. The balance to be paid in equal parts by the Canadian Pacific Railway Company, the Canadian Northern Ontario Railway Company and the Grand Trunk Railway Company, *i.e.,* 10 per cent each.

An order should go for the immediate commencement of the construction of the bridge by the city, which should be completed in six months.

The Chief Commissioner concurred.

Order, dated July 3, 1909, in conformity with the judgment issued. Later the Canadian Pacific Railway Company applied for an order extending the provisions of the order of July 3, 1909, so as to provide 'that upon completion of the bridge required under the said order to be constructed, the said street be closed for pedestrian and vehicular traffic and access to and from the tracks of the railway company be prevented.' This application, after hearing, was refused.

On September 15, 1909, counsel for the Toronto Street Railway Company applied to the Board for leave to appeal to the Supreme Court from the apportionment of the cost imposed upon that company, which leave was refused.

The Chief Commissioner.—This application is made under subsection 3 of section 56, which provides that an appeal shall lie to the Supreme Court of Canada from the Board upon any question which, in the opinion of the Board, is a question of law, on leave therefor having been first obtained from the Board.

The section also gives the Board a discretion in granting or refusing leave to appeal.

So that under the statute when application is made, if the Board thinks that the question involved is a question of law, the statute rests in the Board authority to say that notwithstanding their opinion as to that, the question is not one of such importance that would warrant leave being granted. That, however, is not the view that we take in connection with this application. Our view is that the question involved and covered by this application is not a question of law, but may—and as to which it is not necessary for us to express any opinion—be a question of jurisdiction.

It seems to me that, quite apart from the terms of the agreement, whether they have been rightly or wrongly construed in connection with the consideration that the Board gave the matter, still, under the clauses of the Railway Act, the Board has jurisdiction to make any order it deems fair and equitable between the parties, notwithstanding the existence of private contracts between them.

If the Board was wrong in the order that has been made, it seems to us that it is because the Railway Act falls short of vesting the authority in the Board to make such an order, and if the judgment is wrong it must be for that reason, and not because of any misconstruction that has been placed upon the agreement between the parties.

So that entertaining that view that it is not a question of law, the Board has no authority whatever to grant leave to appeal to the Supreme Court.

Having that view, we unanimously refuse leave to appeal.

The Town of Brampton vs. The Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company.

The facts are fully set forth in the judgment of Chief Commissioner Mabee, November 11, 1909, concurred in by Mr. Commissioner Mills.

Judgment, Chief Commissioner Mabee:

The municipal council of the town of Brampton apply for an order directing the Grand Trunk Railway Company and the Canadian Pacific Railway Company to provide and construct a suitable 'interchange switch' at the intersection of the lines of the two companies at Brampton.

The case was heard at Toronto at considerable length, and as there seemed to be so much opposition on the part of the companies, I thought it better to obtain fuller information, and cause careful inquiry to be made of the business situation at Brampton that would or might be affected by this connection.

On October 28, Mr. Brown, chief clerk of the traffic department, visited Brampton, and on November 3 reported as follows:—

The largest manufacturing concern is the Brampton Pressed Brick Company, located on a Canadian Pacific Railway siding about one and a half miles from the diamond. This plant turns out each year a million to a million and a half of superior brick, the majority of which is at present shipped to Toronto in successful competition with the Don Valley Brick Company.

It was claimed by Mr. Packham, manager of this concern, that he could only sell brick to parties who were willing to take Canadian Pacific Railway delivery at Toronto, as the Canadian Pacific refuse to absorb the Grand Trunk Railway switching under the competitive clauses of the interswitching order on their business, and that if an interchange track was put in at Brampton he would be able to demand delivery on both companies' sidings at destination. He makes shipments to other Canadian Pacific Railway points, but states that the Grand Trunk Railway offers better markets, especially on the line between Toronto and Sarnia, where his brick is well known. During the past year he was unable to compete on contracts at Georgetown, Stratford, Markham, Acton, &c. The capacity of his plant is two and a half millions per year, and he claims he could run to full capacity, or double his output, if the interchange was given. This firm purchases thirty or forty cars of coal and wood per year, and could often purchase to better advantage on the Grand Trunk Railway.

The Dale estate, florists, have a private siding about one and a quarter miles from the diamond. The manager of this firm was out of town, and I could get no information from the man in charge. I was, however, informed by outside parties that the siding was constructed under an agreement to give the entire business to the Canadian Pacific Railway. The carload business of this firm is all inward and amounted last year to about 150 cars of coal and 50 cars of other freight consisting of bulbs, cement, lumber, &c.

W. Findlay, another florist, makes use of this same siding as it passes through his property. Under an agreement with the Canadian Pacific Railway he is charged $100 per car for switching. His carload business is all inward, amounting to about thirty cars per year, principally coal. He states he could often purchase his coal to better advantage on Grand Trunk Railway tracks, and in several instances he has been obliged to haul glass, machinery, &c., from the Grand Trunk Railway station at a cost of from $6 to $14 per car. He owns considerable property adjacent to the Canadian Pacific Railway line, which he claims is good for factory sites, if access could be had to both roads.

The Brampton Milling Company have a siding on the Canadian Pacific Railway close to the diamond (shown on plan). Mr. Brett, the manager, is very anxious to obtain interchange facilities, although his business, as shown by the Canadian Pacific

Railway books, is not very heavy, amounting to about fourteen cars inward (grain), and about thirty-five cars outwards (products), during the past year. He states, however, that he has not fairly started as he only purchased the business about a year ago. He also claims the Grand Trunk Railway offers much better markets for his output, and that he could greatly increase his business if the interchange was given. He buys barley as agent for the Canada Grain Company, and last year had his storehouse blocked with fifty thousand bushels of barley for which he had difficulty in finding a market on the Canadian Pacific Railway. He claims if he had had connection with the Grand Trunk Railway he could have shipped out his barley and filled his warehouse several times over.

I was unable to locate the owner of the granary building shown on the plan, but was informed by both the Canadian Pacific Railway and Grand Trunk Railway agents that no business of any account is being done there; in any event, as both the Canadian Pacific Railway and Grand Trunk Railway have sidings adjacent to the warehouse an interchange track would not benefit this particular industry.

The Pickering Coal and Wood Company use the Canadian Pacific Railway siding, and their business amounts to about fifty cars of coal and twenty-five cars of wood per year; the wood is principally purchased at Berkley, Markdale, Proton and Orton. If they had the interchange track they might sometimes be able to purchase wood and coal to better advantage on the Grand Trunk Railway.

J. York & Sons' lumber yard is located near the Canadian Pacific Railway siding close to the depot, and this firm handles about twenty-five cars of lumber and shingles per year, buying principally from Owen Sound and Byng inlet. If an interchange were given they might be able to purchase to better advantage on the Grand Trunk.

The Queen City Oil Company have their plant adjacent to the Canadian Pacific Railway siding and supply oil amounting to twelve cars per year for local consumption. This oil is shipped from Sarnia *via* the Canadian Pacific Railway and Pére Marquette. I did not think it necessary to interview them.

The only industry which has a private siding on the Grand Trunk Railway is the Brampton Coal Company, who receive about 150 cars of coal and 20 cars of wood per year, also handling several carloads of shingles. The manager of this firm states the wood supply is better at nearby Canadian Pacific Railway points, and that he is often able to purchase coal at lower prices on Canadian Pacific Railway tracks, but cannot handle on account of no interchange. He also stated he believed that he would be able to handle more shingles and lumber if he could buy on·the Canadian Pacific Railway.

The Irving Lumber Company and D. Prattley, a dealer in coal and lime, are located near the Grand Trunk terminals. The managers of both concerns were out of town, but I was informed by the bookkeeper of the Irving Lumber Company that they only purchased about fifteen cars of lumber per year, which was sold locally, and as the business was so small he did not think interchange facilities would help the firm to any great extent.

D. Prattley handles about twenty cars of coal and twenty cars of lime per year; the lime all comes from a local Grand Trunk Railway point (Limehouse).

I also called on Mr. Justin, attorney, who stated that the Board of Trade were very much interested in obtaining for the town an interchange track between the two companies, and believed if they could promise the connections, it would be an inducement for industries to locate there. He also stated that there were many good factory sites, and Brampton was so situated as to be a good distributing point within a short distance of markets.

From the information given by the various shippers, I estimate the interchange would amount to from 150 to 200 cars per annum, and I agree with Mr. Justin that if the town was able to offer connection with both roads, it would prove an attraction to new industries.'

On the 9th instant, Mr. Hardwell, Chief Traffic Officer, reports as follows:—

'It seems to me that the companies themselves furnish the strongest arguments for the connection. In the first place, they have very few joint tariffs, so that if a firm in Brampton located on the tracks of one company, desires to ship or receive traffic to or from points on the line of the other, they have either to team the traffic in Brampton, or pay the two local rates by way of the most convenient outside junction point. For example, if the Brampton Milling Company, who have a siding on the Canadian Pacific Railway, wish to buy grain at Hamburg, on the Grand Trunk in order to avoid teaming from the Grand Trunk at Brampton, they must pay the local rates of the two companies from Hamburg to Inglewood Junction, and thence over the Canadian Pacific Railway, to Brampton, at a total cost of 8 cents per 100 lbs.; whereas, if they had the interchange at Brampton, the straight Grand Trunk rate of 5 cents would apply, plus the consignees' proportion of 5½ cents—2½ cents less than the sum of the locals.

Similarly, the Brampton Pressed Brick Company, also on a Canadian Pacific Railway siding, would have to pay 7½ cents per 100 lbs. to ship a carload of brick to Stratford: while, if the interchange were there, the rate, including the switching, would be 6 cents. To quote from Mr. Brown's report, this firm states that the Grand Trunk offers better markets than the Canadian Pacific Railway, especially along the line between Toronto and Sarnia, where their brick is well known; but that during the past year they were unable to compete for contracts at Acton, Georgetown, Stratford, &c. They claim that they could double their output if the interchange were ordered.

'In the next place, it appears that, although Brampton is a common point, yet the companies have refused so to regard it in applying the General Interswitching Order, which declares it to be lawful for the contracting carrier to absorb the toll charged for the interswitching of competitive traffic. I can only conceive that their reason for this is that there is no interchange at Brampton, and that they have taken advantage of this fact and considered that the cost of teaming at Brampton offsets the charge made for switching, say, at Toronto. The brick company ship largely to Toronto, where they are able to compete successfully with the Don Valley brick; but they claim to be able to sell only to parties willing to accept Canadian Pacific Railway delivery, probably because the competition with a local firm like that at the Don is so close as to leave no margin of profit after paying the Toronto switching charge. Now if the proposed interchange be established at Brampton, the General Interswitching Order must automatically apply, and as the traffic must necessarily then become strictly competitive, the Grand Trunk would undoubtedly prefer to absorb the Brampton switching charge, and thus secure the haul to Toronto; in other words, the brick company would secure a three cent rate for all deliveries in Toronto, instead of being restricted, as they claim, to Canadian Pacific deliveries at that rate, with the alternative of a three and one-half cent rate to Grand Trunk sidings.'

The first point for consideration upon this information and the facts that were developed at the hearing, is whether the business situation at Brampton justifies ordering this connection, and I am clearly of the opinion that it does. Mr. Brown's report is based upon a careful investigation, and the number of cars would probably be interchanged seems not to be overestimated. It is the duty of railway companies, within reason, to furnish interchange facilities to shippers, and from careful consideration of the Brampton situation it seems beyond question that the applicants have made out their case.

A plan of the proposed connection was filed by the applicants. I think the better practice is that the railway companies should choose the point and manner of connection, subject, of course, to approval of the Board's Engineer as to the engineering features—and the Board's Operating Officer—as to the operating features of the interchange track. There may be matters connected with the track proposed by the applicants that have not been fully considered by the railway companies. An order may go requiring the railway companies to agree, if possible, upon the location and building of the connection, and if such an agreement is arrived at, they shall prepare and file a plan showing the track so agreed upon for approval by the Board's Engineer. If they are unable to agree, let each file a plan showing its own proposal, and the Board will decide between the two, or try to locate a satisfactory one. The companies shall also agree, if possible, upon the division of cost of construction, otherwise the Board will apportion the cost.

The plan agreed upon, or the plans of each shall be filed within thirty days, the Board at the same time to be advised of agreement, or otherwise as to the division of cost as the case may be, the connection to be completed within 30 days after location is agreed upon or approved.

Christie, Henderson & Company v. The Grand Trunk Railway Company.

Christie, Henderson & Company of Toronto, applied to the Board, under Section 226 of the Railway Act, for an order directing the Grand Trunk Railway Company to construct, maintain and operate a branch line or spur from the applicant's line and stone quarry, between the town of Hespeler and the city of Guelph, to the branch line of the Grand Trunk operated between Harrisburg and Guelph, and to connect therewith 2½ miles easterly from the town of Hespeler.

After hearing the application, and upon the report of the Chief Engineer, the Board, by order dated March 17, 1909, directed the railway company to construct, maintain and operate such branch line or spur.

Later by an order, dated March 26, 1909, the railway company was authorized to collect an additional sum for switching and handling the traffic to and from the side branch line or spur.

The parties failed to agree upon a rate or sum to be charged for such switching, and the railway company applied to the Board to fix the rate for said service.

Judgment, Chief Commissioner Mabee, November 10, 1909.

It was stated at the hearing that the railway company made no charge for switching services at many other industries situated as that of Messrs Christie, Henderson & Company's is. Some of these were competitive plants. When the Board made the order requiring the company to put this spur in, provision was made for the payment of a switching charge, but there was then no information furnished to the Board that it had been the custom of the company for many years to perform the like service without making an extra charge, the law requires all to be treated alike and it is absurd for the Board to require Messrs. Christie, Henderson & Company to make payments for services that the railway company makes no charge for at other industrial plants.

An order must go declaring that the railway company is not entitled to make any extra charge for switching performed at the spur in question.

Mr. Commissioner Mills concurred.

Order dated November 10, 1909, accordingly.

Township of Walpole v. The Grand Trunk Railway Company.

The township of Walpole applied to the Board for an order requiring the Grand Trunk Railway Company to place gates at a highway crossing already protected by an electric bell. It was shown that this crossing was particularly dangerous owning to obstructions to the view, the heavy traffic both on the highway and railway, and the bell being constantly out of repair.

Judgment, Chief Commissioner Mabee, January 6, 1910.

On June 17, 1904, the township of Walpole made an application for an order requiring the Grand Trunk Railway Company to place a watchman, during the daytime, at the highway crossing where the air line crosses the Port Dover Plank road. The hearing was continued on June 25, 1904, and as a result of the application the railway company was required to install an electric bell. This was done and the bell has been the only protection that has since existed at this crossing.

It is not denied that the crossing is extremely dangerous. A mill on the southwest corner and a hotel and trees on the northwest corner, obstruct the view. There are four tracks that the public have to cross in driving to and coming from Jarvis; and within the last two or three years the Grand Trunk Railway Company in constructing its new station built it on the north side of the main line, whereas it formerly stood on the south side, and this requires all passengers coming to the station from the village and returning to the village from the station to pass over three tracks.

Complaints have repeatedly come to the Board that this bell is generally out of working order, and consequently a menace instead of a protection.

The matter was again heard before the Board at Toronto on April 27, last, and disposition of it was delayed in order that the railway company might furnish statistics of dates of inspection of the bell, and as to the condition that the same was found to be in by their signal engineer.

It was afterwards shown by this statement that between April 25, 1908, and April 25, 1909, the bell had been found to be out of working order no less than ten times; twice in October; twice in November; three times in December; once in March, and twice in April. Various reasons are given; mostly the cause is set down as being broken bond wires. Why this state of affairs should have been in existence so long here, it is difficult to understand.

There is a large amount of railway traffic at this point.

When the application was heard on June 25, 1904, it was shown that on the preceding Friday forty trains had crossed this road, twenty-two of which did not stop. They were mostly fast Wabash freight and passenger trains running at a high rate of speed. On one day in the week preceding June 25, a record was kept, and there were one hundred and sixty vehicular conveyances and three hundred pedestrians crossed the railway tracks.

The volume of traffic has not diminished. Apparently the attempted protection by means of an electric bell is a failure.

The Board caused the crossing to be inspected by one of its officers and his recommendation was that the electric bell did not afford sufficient protection, and he thought gates should be installed; and I am of the same opinion.

I do not know the specific terms under which the Wabash Railroad Company operates over this section of the Grand Trunk Railway Company; but it is the latter company only that the Board must look to to afford protection at this point. It is only fair to say, however, if it has any bearing on the matter as between the two companies, that this order would not be made were it not for the fast trains operated by the Wabash which do not stop at Jarvis. The Grand Trunk operations there would not require the establishment and operation of gates.

The danger is greatly enhanced by reason of the location of the hotel, the trees surrounding it, and the mill. It is said that even when the bell was in operation that the running of the mill prevented to some extent the ringing of the bell being heard.

For these reasons, the municipality should contribute towards the expense of maintaining these gates; and the order will be that the Grand Trunk Railway Company, within thirty days, file with the Board plans for the location of gates at the point in question, and install and fully equip the same within ninety days after the approval of the said plans.

That thereafter the railway company shall maintain and operate these gates between the hours of seven in the morning and eight in the evening, and that there be paid out of the railway grade crossing fund twenty per cent of the cost of installing the gates and equipment; and that after the said gates are installed and commenced to be operated, the township of Walpole shall pay to the Grand Trunk Railway Company ten per cent of the cost of operation of the said gates; that these payments shall be made upon accounts being presented by the railway company to the township of Walpole, monthly or quarterly as the parties may arrange.

I am directing, in the meantime, that the gates be operated only from seven in the morning until eight in the evening, because when the application was originally before the Board, counsel for the township asked that a watchman be on duty only during these hours, and stated that after eight o'clock traffic at the highway was very limited. If, however, at any future time, it be found that these gates should be operated between the hours of eight in the evening and seven in the morning, the township shall have leave to make application to have such extended operation.

Re Canadian Northern and Grand Trunk Railway Companies.

The Canadian Northern Ontario Railway Company applied under section 227 of the Railway Act, for authority to cross with its tracks under and to divert the tracks of the Grand Trunk Railway near Brighton, Ontario, in accordance with the terms of crossing agreement between the companies, submitted and filed with the application.

The Board made an order, dated January 5, 1910, authorizing the crossing of the said tracks, subject to and upon the terms and conditions contained in the said agreement.

Later, and for the reasons contained in the judgment of the Chief Commissioner, this order was rescinded by order of March 8, 1910.

Judgment, Chief Commissioner Mabee, March 8, 1910.

The order of January 5, 1910, made in this matter, is beyond the power of the Board to make and must be rescinded. It was made upon the report of an engineer 'subject to terms of agreement made between the two railways.' I signed the order inadvertently and without knowing that the Board was being asked to do something that it had no authority whatever to do. The Board has now received a letter from L. L. Sherman, a landowner affected by the order, and it is that that brings to my attention the fact that the railways have obtained approval of an agreement that I think they had no power to make, and certainly one that the Board had no power to approve. In the main it is an agreement that the Canadian Northern may deviate the lines of the Grand Trunk, and this upon the application of the Canadian Northern. No section of the Act that I know of permits this.

Section 167 provides for the practice when a company desires to make a deviation of its line, and among other things it must supply a book of reference, and generally has to take the same steps as are required in connection with the location of the original line.

Section 168 prohibits the company from making any deviation until the provisions of section 167 are fully complied with. This has not been done, and clearly the only thing that can be done is to rescind the order and have the statute complied with if this work is to be done.

Re Drainage Applications to the Railway Commission.

Chief Commissioner Mabee, January 17, 1910:—

Section 251 of the Act places, with one or two exceptions, the lands of railways in the same position with reference to municipal drainage as are the lands of private owners, and provides that the like proceedings may, at the option of the municipality, be taken for drainage across the lands of the railway company as may be taken across the property of any other land owner, and all the local drainage laws in each province have application to railway lands. In the province of Ontario, all of the provisions of the Municipal Drainage Act apply to the lands of railway companies. Therefore, where an engineer makes a report which affects a railway company, and the township by provisional by-law adopts the same, it seems to be the duty of the railway company, if it objects to the assessment, or the legality of the drainage scheme, to apply to the Court of Revision and thence to the county judge, in so far as the assessment is concerned; or to the referee, if an attack on the validity or legality of the scheme or by-law is contemplated. Where the drain is to be constructed or reconstructed upon, along, under or across the railway, or lands of the company, then subsection 4 provides that no such drainage works shall be so constructed or reconstructed until the *character of the same, or, the specifications of the plans,* have been first submitted to and approved of by the Board.

The practice in the past has been to submit to the Board, along with the material, the engineer's report, and plan of the whole drainage area, with the names of all the land owners affected by the proposed work, &c. In some instances, the actual bridge or culvert plans, so far as the work affects the railway, have not been submitted.

It would seem that the proper view of this legislation is that the Railway Board has nothing whatever to do with the general drainage scheme, with the apportionment or distribution of the cost of the work, or the fairness or legality of the proceedings, or the validity of the by-law. The legislature has provided forums for the adjustment of all these matters, and the Railway Board is called in merely for the purpose of seeing that the structure that is proposed for the drainage work is of a character that will not interfere with the safe operation of the railway.

In future, upon applications of this sort, all that need be filed, or submitted to the Board for approval, will be the estimate of the engineer of the volume of water that will probably pass through the culvert or opening through the drainage lands, and the size he thinks the opening should be. This should be in the form of a statutory declaration; and the proposed mode of carrying the railway over the opening or culvert, with all proper plans of that work, should accompany the application.

The whole matter then resolves itself simply into an engineering question, and the Board's Chief Engineer being satisfied of the character of the bridge or culvert plans, the application to the Board becomes merely a formal one.

No good can be accomplished by the discussion before the Board of the area to be drained, the legality of the proceedings, and a large number of other matters that the Board has in some instances in the past been called upon to hear. The application may be made either before or after the final passing of the by-law.

APPENDIX D.

OTTAWA, April 20, 1910.

SIR,—I have the honour to submit, for the 5th annual report of the Board, a memorandum of the freight, passenger, express, telephone, telegraph, and sleeping and parlour car schedules filed with the Board from November 1, 1904, when, by order of the Board, under the authority of section 311 of the Railway Act, 1903, the railway companies commenced filing their tariffs, to March 31, 1909; and from April 1, 1909, to March 31, 1910, inclusive; also, of the more important orders relating to traffic issued by the Board to March 31, 1910:—

SCHEDULES RECEIVED FROM NOVEMBER 1, 1904, TO AND INCLUDING MARCH 31, 1909.

Freight—			
Local tariffs	3.030		
Supplements	4,120	7,150	
Joint tariffs	5,886		
Supplements	13,276	19,162	
International tariffs	20,884		
Supplements	52,519	73,403	
			99,715
Passenger—			
Local tariffs	2,580		
Supplements	1,671	4,251	
Joint tariffs	1,150		
Supplements	1,262	2,412	
International tariffs	5.015		
Supplements	3,812	8,827	
			15,490
Express—			
Local tariffs	2,019		
Supplements	10,477	12,496	
Joint tariffs	1,010		
Supplements	4.547	5,557	
International tariffs	1,541		
Supplements	474	2,015	
			20,068
Telephone—			
Local tariffs	673		
Supplements	396	1,069	
Joint tariffs	1,121		
Supplements	444	1,565	
International tariffs	304		
Supplements	1.604	1,908	
			4,542
Combined totals, all schedules			139,815

SCHEDULES RECEIVED FROM APRIL 1, 1909, TO AND INCLUDING MARCH 31, 1910.

Freight—			
Local tariffs	790		
Supplements	3.728	4,518	
Joint tariffs	1,181		
Supplements	7,718	8,899	
International tariffs	5,350		
Supplements	25,562	30,912	
			44,329
Passenger—			
Local tariffs	679		
Supplements	819	1,498	
Joint tariffs	297		
Supplements	760	1.057	
International tariffs	1,384		
Supplements	2,083	3,467	
			6,022
Express—			
Local tariffs	274		
Supplements	3,714	3,988	
Joint tariffs	210		
Supplements	2,521	2,731	
International tariffs	56		
Supplements	250	306	
			7,025
Telephone—			
Local tariffs	29		
Supplements	123	152	
Joint tariffs	38		
Supplements	51	89	
International tariffs	72		
Supplements	557	629	
			870
Telegraph—			
Tariffs	42		
Supplements	15	57	
			57
Sleeping and Parlour Car Tariffs—			
Local tariffs	17		
Supplements	16	33	
Joint tariffs	2		
Supplements	8	10	
International tariffs	16		
Supplements	10	26	69
Combined totals, all schedules			58,372
Grand Total			198.187

SUMMARY OF TRAFFIC ORDERS OF GENERAL INTEREST.

March 9, 1904.—Order permitting railway companies to continue their reduced fares to clergymen; also to students of universities, colleges, and schools, to and from their homes.

June 28, 1904.—Reduction ordered in the rates on oiled clothing, in carloads, from Toronto to Halifax, Winnipeg and Calgary.

July 16, 1904.—Canadian Freight Classification No. 12, with Supplement No. 1, and Ruling Circular No. 1, approved.

July 30, 1904.—Order reducing rates on cooperage stock in carloads.

July 30, 1904.—Railway companies ordered to cease charging prohibitive rates on cedar lumber, ties, &c., and to substitute tolls which shall not discriminate between cedar and other woods; also to amend the Canadian Freight Classification by including rails, fence posts, telegraph poles, and ties with other forest products, instead of carrying these commodities as formerly by 'special contract' only.

July 30, 1904.—Railway companies directed to reduce their rates on glass bottles, in carloads, from Wallaceburg, Ont., to Toronto, Hamilton, Berlin, London, and Montreal.

October 3, 1904.—Order regarding special rates on material and machinery for new industries. Companies directed to report applications to the Board, which will deal with each on its merits.

October 3, 1904.—Application of Grand Trunk Railway Co. for permission to charge a less rate on coal to Cobourg, Ont., for manufacturing purposes than charged to ordinary consumers and dealers, declined.

October, 1904.—Reduction ordered in the rates on coal from the Niagara and Detroit frontiers to Almonte, Ont.

October 10, 1904.—Order revising and reducing the classification of fruit, and prescribing a maximum charge for icing fruit cars in transit.

October 10, 1904.—Order reducing rate on split peas, for export, to the same basis as flour, for export.

October 31, 1904.—Railway companies directed to desist from charging higher rates on cedar lumber from the mills in British Columbia than charged on pine, fir, and spruce.

December 29, 1904.—Disallowance of certain advanced freight tariffs on grain products from Ontario to the Maritime Provinces, which had been issued without legal notice. Companies directed to make restitution to shippers.

Februray 9, 1905.—Conditions prescribed under which railway companies may make and report to the Board special rates in certain cases, under section 275 of the Railway Act, 1903.

February 9, 1905.—Order prescribing under what circumstances the Board will receive telegraphic notices of immediate and limited changes in freight rates under emergency conditions.

February 9, 1905.—Canadian Northern Railway Co. authorized to carry material and machinery for new industrial works at Fort Frances, Ont., at reduced rates.

March 6, 1905.—Lower rates ordered on cattle from Ontario points to Montreal, St. John, West St. John and Portland, for export, so as to bring them into harmony with those paid by United States shippers.

April 15, 1905.—Railway companies ordered to discontinue charging higher rates on grain between local points in Ontario and Quebec than charged on flour and other grain products between the same points.

June 2, 1905.—Preferential coal rates from Port Stanley and Rondeau, Ont., ordered discontinued.

July 5, 1905.—Restoration ordered of commodity rates formerly charged on carload shipments of metallic shingles.

July 13, 1905.— Cartage and other allowances by railway companies to shippers to offset disadvantages of location ordered discontinued, unless published in the companies' tariffs.

July 25, 1905.—Grand Trunk Railway Co., ordered to provide reasonable and proper facilities for the interchange of traffic at London, Ont., and its tolls prescribed for switching traffic to and from the Canadian Pacific Railway.

July 25, 1905.—Reduction ordered in rates from Ontario on all freight traffic to Montreal, Quebec, and the Atlantic seaboard, for export.

September 5, 1905.—Railway companies required to place their rates on coal from frontier ports of entry, and lake ports, to interior points in Ontario, on an equal mileage basis.

——————— —, 1905.—Equalization of freight rates ordered to points between North Bay and Sault Ste. Marie, Ont., as between Toronto and Collingwood shippers.

September 19, 1905.—Order reducing rate charged at New Westminster, B.C., for switching grain to the distillery at Sapperton, and prescribing switching tolls within the New Westminster terminals.

October 14, 1905.—Reduced rates prescribed on stone from Manitoba quarries to Winnipeg.

October 17, 1905.—Canadian Pacific and Canadian Northern Railway Companies ordered to interchange carload freight without transhipment at Winnipeg and St. Boniface, Man., for shipment from, or delivery at, those points.

October 31, 1905.—Reduced rates ordered on beans, in carloads, from shipping points in Ontario.

November 15, 1905.—Provision made for fair distribution of empty cars at Lake Huron and Georgian bay ports for the movement of Northwest grain during car shortage.

November 28, 1905.—Interchange facilities ordered at Lindsay, Ont., between the Grand Trunk and Canadian Pacific Railways, and tolls prescribed for switching local traffic.

December 14, 1905.—Reduced rates prescribed on extra compressed hay and fodder, in carloads, from Grand Trunk and Canadian Pacific Railway stations in Quebec to Atlantic ports north of and including Boston, for export.

December 14, 1905.—Ordered that rates on grain and grain products, in carloads, from points west of Montreal to and including Cornwall and Finch, Ont., and south of the St. Lawrence in the counties of St. John's, Laprairie and Napierville, Chateatuguay and Huntingdon, to points east of Levis, Que., do not exceed the rates from Montreal to the same points by more than 2 cents per 100 pounds, nor by more than the differences existing at date of order.

January 6, 1906.—New car service or 'demurrage' rules, more favourable to the public than the old, promulgated by the Board for use on all railways subject to its jurisdiction.

February 14, 1906.—Order reducing the rate charged by the Red Mountain Railway Company for switching ore at Rossland, B.C., for the Trail smelter.

(Amended by order, November 16, 1906).

February 14, 1906.—Reduction ordered in the rate on grain, in carloads, from the Canadian Pacific elevator at Owen Sound to unloading sidings within the company's terminals at the same place.

March 24, 1906.—Reduced minimum carload weights prescribed for freight loaded in box cars longer than the standard inside length of 36 feet 6 inches.

March 24, 1906.—Additions ordered to the articles which may be shipped in mixed carloads at carload rates.

March 24, 1906.—Reductions in minimum chargeable weight for light and bulky articles requiring open cars for carriage.

June 6. 1906.—The minimum carload weight of charcoal, authorized by the Canadian Freight Classification, not to be exceeded in commodity tariffs on same. Revision of commodity rates from Sault Ste. Marie ordered accordingly.

June 29, 1906.—Reduced rates ordered on packing house products, in carloads, from packing points in Ontario to Montreal, for export.

July 18, 1906.—Tolls prescribed to be charged by the Canadian Pacific Railway Co. for switching traffic interchanged with the Grand Trunk Railway for loading or unloading at London, Ont.

July 19, 1906.—Authority granted the Dominion Atlantic Railway to charge the express rate on fresh fish on special freight trains making express time, Halifax to Yarmouth, N.S., for export to Boston, when so consigned, and in quantities beyond the handling capacity of the express company.

July 31, 1906.—Renewal of the Montreal to Toronto westbound rate ordered on wall paper from Toronto to Montreal and Ottawa, and as the maximum to intermediate points, with corresponding reductions to points east of Montreal.

August 1, 1906.—Order, supplementing order of July 30, 1904, requiring the carriage of railway ties to Canadian points at rates not exceeding the non-competitive special tariff rates on common lumber, also to United States joint rate points. Order of July 30, 1904, against the Kingston & Pembroke Railway Co. made applicable to all railway companies.

August 11, 1906.—Railway companies required to abolish the additional arbitrary rate of 5 cents per 100 lbs. hitherto charged to British Columbia coast points on transcontinental traffic from Eastern Canada; also to substitute the minimum carload weights of the Canadian Freight Classification for the higher minima previously charged on the said traffic when loaded in cars longer than the standard car of 36 feet 6 inches; also to reduce the weight allowance on lumber used for bracing, or otherwise safeguarding, carload shipments of the said transcontinental traffic requiring such protection, to the basis allowed elsewhere in Canada.

October 13, 1906.—Supplement No. 7 to Canadian Freight Classification No. 12 approved.

October 13, 1906.—Nelson and Fort Sheppard and Canadian Pacific Railway Companies ordered to furnish adequate and suitable accommodation and facilities for the carriage and interchange of lumber, shingles, &c., from Salmo and Ymir, B.C., to eastern Canadian points.

November 9, 1906.—Rates prescribed on freight traffic to rail points and lake ports of call in the districts of Kootenay and Yale, B.C.

November 12, 1906.—Supplement No. 8 to Canadian Freight Classification No. 12 approved.

November 19, 1906.—Promulgation of regulations relating to the publication and filing of express tariffs.

November 19, 1906.—Grand Trunk and Canadian Pacific Railway Companies authorized, under certain conditions, to refund to exporters of cheese the tolls collected for cartage to the Montreal wharfs during the season of navigation, 1905, on joint application of the said railway companies and exporters.

December 6, 1906.—Promulgation of regulations relating to the publication and filing of tariffs of telephone tolls.

February 15, 1907.—Grand Trunk and Canadian Pacific Railway Companies authorized, under certain conditions, to refund to exporters of cheese the tolls collected for cartage to the Montreal wharfs during the season of navigation, 1906, on joint application of the said railway companies and exporters.

March 13, 1907.—Reduced rate prescribed on logs, in carloads, from Brulé Lake, Ont., to Renfrew, Ont.

March 18, 1907.—Canadian Pacific and Grand Trunk Railway Companies ordered to reduce their passenger rates on all their lines in Canada, east of the Rocky Mountains, to a maximum of 3 cents per mile.

April 11, 1907.—Approval of Supplement No. 8 to Canadian Freight Classification No. 12.

April 12, 1907.—Telephone companies directed to file particulars of any free service or tolls granted by them lower than the published tariff tolls; also particulars of cases in which the service of the companies is given wholly or partly for considerations other than monetary payments.

May 22, 1907.—Granting leave to the St. John Ice Company to institute legal proceedings against the New Brunswick Southern Railway Company, for transporting ice for other parties at less than the published tolls.

May 30, 1907.—Authorizing the Canadian Pacific Railway Company to grant reduced rate from British Columbia points to Montreal and return to members of Bisley team.

June 25, 1907.—Directing the Grand Trunk Railway Company to furnish cars and all proper facilities for receiving, loading and transporting import traffic received over the wharfs at Montreal, irrespective of cartage companies through whom the traffic is offered.

June 29, 1907.—Approving Canadian Freight Classification No. 13.

July 2, 1907.—Ordering that the rate on imported iron and steel, in carloads, from Montreal harbour to Simplex Railway Appliance Company, at Bluebonnets, be 2½ cents per 100 lbs., including the service of checking the goods from the carter to the car.

July 3, 1907.—Approving Supplement No. 9 to Canadian Freight Classification No. 12.

July 5, 1907.—Grand Trunk Railway Company ordered to issue third-class tickets at 2 cents per mile, and to run third-class carriages daily, between Toronto and Montreal.

July 6, September 23, November 13, 1907.—International and Toronto Board of Trade Rate Cases. Grand Trunk, Canadian Pacific, Michigan Central, Pére Marquette, Wabash, Toronto, Hamilton and Buffalo, and Canadian Northern Ontario Railway Companies ordered to revise and republish their special local class freight tariffs (known as 'town tariffs'), in the territory east of and including North Bay, and east of the Georgian bay, Lake Huron, and the St. Clair and Detroit rivers, and south of the Ottawa river, on a uniform and modified mileage scale prescribed by the Board; also to revise and republish their through freight rates from central and western Ontario to eastern Canadian points, the maximum rates from Canadian points on the Detroit and St. Clair river frontier to all points east to the Atlantic and north to the Ottawa river not to exceed the rates on international traffic from Detroit and Port Huron to the same points; the revised rates to become effective not later than January 1, 1908.

July 6, 1907.—Requiring the railway companies to furnish to the Board various particulars relating to their traffic operations, not covered by section 375 of the Railway Act.

July 17, 1907.—Authorizing the Canadian Pacific Railway Company to provide rates to British Columbia coast terminals on grain and mill stuffs, for export to Asia, by the issue and filing of special rate notices.

July 26, 1907.—Standard passenger rate of Alberta Railway and Irrigation Company reduced to 4 cents per mile, and company required to furnish return tickets at one and two-third times single fare.

August 6, 1907.—Vancouver, Westminster and Yukon Railway Company and the Canadian Pacific Railway Company ordered to furnish adequate and suitable accommodation and facilities for the carriage of traffic from points on the Vancouver, Westminster and Yukon Railway to points on the Canadian Pacific Railway.

August 6, 1907.—Crow's Nest Southern Railway Company and the Canadian Pacific Railway Company ordered to furnish adequate and suitable accommodation and facilities for the carriage of traffic from points on the Crow's Nest Southern to points on the Canadian Pacific Railway.

November 4, 1907.—The Grand Trunk Railway Company ordered to reduce its rates from Rouse's Point, N.Y., to Coteau Junction and St. Polycarpe, P.Q., to 80 cents per gross ton on anthracite and 70 cents on bituminous coal.

November 21, 1907.—Requiring the Grand Trunk Railway Company to reduce certain rates on paper from Merritton, St. Catharines and Thorold Mills to Montreal so as not to be greater than those charged from Brantford to Montreal.

December 10, December 23, 1907, January 15, January 30, 1908.—Orders relating to arrangements for proper connections for passenger and mail traffic at Brockville, to be furnished by the Grand Trunk and Canadian Pacific Companies.

Order No. 6689, March 29, 1909.—Directing all railway companies, subject to the Railway Act to file standard tariffs of maximum sleeping and parlour car tolls.

January 30, 1908.—Authorizing the chairmen of the Official, Western and Southern Classification Committees to file with the Board copies of their freight classifications and supplements on behalf of United States railway companies which file internation freight tariffs governed by these classifications.

Order No. 4533, March 25, 1908.—Railway companies authorized to issue to secretaries of railroad Y.M.C.A.'s located on their lines, of which their employees are members, and for their household effects, free or reduced transportation, when travelling on secretarial duties or being transferred.

Order No. 4680, May 7, 1908.—Carload rating of third-class prescribed for books in cases.

Order No. 4682, May 5, 1908.—Intercolonial and Grand Trunk Railway Company absolved from agreement with Canadian Pacific Railway *re* freight rates to Fredericton, N.B., on traffic from points west of Montreal. St. John, N.B., basis of rates restored to Fredericton.

Order No. 4781, May 27, 1908.—Grand Trunk Railway and Wabash Railroad Companies to provide for interchangeability of passenger tickets between all stations in Ontario through which both companies run passenger trains.

Order No. 4784, April 23, 1908.—Grand Trunk and Canadian Pacific Railway Companies required to arrange with Canadian Northern Ontario Railway Company for joint tariff of tolls and facilities for passengers to and from non-competitive points on the Canadian Northern Ontario Railway.

Order No. 4796, May 29, 1908.—Fixing the toll to be paid the Michigan Central Railroad Company by the John Campbell Milling Company at St. Thomas for switching their traffic received from and destined to points on or *via* Grand Trunk Railway, and directing the Michigan Central Railroad Company to refund overcharges with interest.

Order No. 4884, June 17, 1908.—Approval of revised classification of military stores and ordnance.

Order No. 4886, June 18, 1908.—Reduction and realignment of rates on sugar from Vancouver to points in Alberta, Saskatchewan and Manitoba.

Order No. 4988, July 8, 1908.—Prescribing uniform tolls for terminal interswitching services by all companies subject to the Railway Act.

Order No. 5117, July 30, 1908.—Permitting railway companies to file tariffs of tolls through outside agents, under powers of attorney filed with the Board.

Order No. 5774, December 3, 1908.—Authorizing Vancouver, Victoria & Eastern Railway and Navigation Company to meet on the Pacific coast, by special competitive tariffs, the competition of independent water carriers not subject to the Railway Act.

Order No. 5954, December 21, 1908.—Directing railway companies to publish and file complete tables of distances between all stations in Canada.

Order No. 5955, December 15, 1908.—Canadian Pacific Railway and Canadian Northern Railway Companies to publish and file joint tariff on grain and grain products from points on the line of the Qu'Appelle, Long Lake & Saskatchewan Railway and Steamboat Company to points in British Columbia.

Order No. 6147, January 21, 1909.—Limiting the stopover toll that the Canadian Pacific Railway Company may charge on western grain and grain products held for orders at Cartier, Ont.

Order No. 6148, January 21, 1909.—Limiting the stop-over toll that the Grand Trunk Railway Company may charge on lumber and forest products held at Sarnia Tunnel for orders.

Order No. 6166, January 13, 1909.—Reducing the rates on western grain, ex vessel, from Kingston to points in Quebec and the Maritime Provinces.

Order No. 6167, February 4, 1909.—Prescribing conditions for the carriage of acetylene gas by express.

Order No. 6168, February 3, 1909.—Reducing the rate on coal from Niagara frontier points to Lindsay, Ont.

Order No. 6186, February 1, 1909.—Prescribing allowance to be made by railway companies to shippers who have to supply temporary inside grain doors to cars in which to ship grain.

Order No. 6242, February 8, 1909.—Prescribing form of release of responsibility for freight shipped to flag stations upon lines of all railway companies subject to the Railway Act.

January 30, 1908.—Authorizing the Chairman of the Official, Western and Southern Classification Committees to file with the Board copies of their classifications and supplements on behalf of United States railway companies which file internation freight tariffs governed by these classifications.

Order No. 6701, February 19, 1909.—Prescribing allowance to be made by railway companies to shippers who have to furnish temporary protective doors to enable cars to be used for shipments of coal.

Order No. 6702, March 25, 1909.—Establishing the non-competitive lumber rates as the maxima to be charged on wooden telegraph, telephone, and trolley poles, between points east of Port Arthur when loaded on single cars; and prescribing bases of charges for such poles requiring more than one car for carriage.

Order No. 6749, February 11, 1909.—Reducing rates on coal from Bienfait, Sask., to certain points in Manitoba and Saskatchewan.

Order No. 6763, February 19, 1909.—Prescribing allowance to be made by railway companies to live stock shippers who are not supplied with stock cars for live stock shipments and have to furnish lumber for suitable doors to box cars.

Order No. 6859, February 6, 1909.—Prescribing tolls to be charged by the Canadian Pacific and Canadian Northern Railway Companies for interswitching grain held in transit at Winnipeg for milling, treatment, or storage, and re-shipment.

Order No. 6901, April 16, 1909.—A toll of not over $3 per carload approved for changing the destination of carload traffic while in transit.

Order No. 6947, April 26, 1909.—Canadian Pacific Railway Company directed to arrange with its connections for publication of revised tariffs on the basis of $1.60 per 100 lbs. on oranges in straight carloads, or on mixed carloads of oranges and lemons, and $1.45 on lemons in straight carloads, from California points to Regina, via Kingsgate, B.C., or Emerson, Man.

Order No. 6955, May 6, 1909.—Dismissal, on grounds of non-jurisdiction, of application in *re* railway ties from Rivière du Loup to Bennington, Vt., for order directing the Intercolonial Railway and its connections to comply with previous orders prescribing rate basis for carriage generally of railway ties.

Order No. 6969, May 6, 1909.—Grand Trunk and Canadian Pacific Railway Companies directed to honour from the international boundary, and in respect of their lines in Canada, through tickets and through baggage checking arrangements issued and provided by initial United States railway companies from points in the United States to non-competitive points on the Canadian Northern Ontario Railway.

Order No. 6996, April 29, 1909.—On application of Montreal Board of Trade, basis of rates prescribed from Montreal on western lake-borne grain and grain products to Canadian Pacific Railway points in New Brunswick.

Order No. 7023, May 10, 1909.—Supplement No. 1 to Canadian Classification No. 14 approved.

Order No. 7045, May 4, 1909.—Montreal Park and Island Railway Company ordered to extend to Mount Royal ward (Cote des Neiges) as favourable treatment as afforded to residents in Notre Dame de Grace. (See orders 7975 and 7976.)

Order No. 7055, May 20, 1909.—Restraining the Elgin and Havelock Railway Company from collecting tolls until by-law authorizing the preparation and issue of tariffs had been submitted to and approved by the Board (Rescinded on compliance by order 7104, May 28).

Order No. 7056, May 20, 1909.—Restraining the Salisbury and Harvey Railway Company from collecting tolls until by-law authorizing the preparation and issue of tariffs had been submitted to and approved by the Board.

Order No. 7085, May 25, 1909.—Application of Times Publishing Company, of London, for an order directing the Canadian Pacific Railway, the Great Northwestern, and the Western Union Telegraph Companies to transmit its messages to the Marconi Wireless Telegraph Station, Glace Bay, N.S., at the rate charged to other points along the Atlantic coast of Canada, dismissed pending inquiry into telegraph tolls generally.

Order No. 7093, May 31, 1909.—On complaint of the British American Oil Company, of Toronto, that the Grand Trunk Railway Company unjustly discriminated against its crude oil shipments from Stoy, Ill., to Toronto, by refusing to apply the published and filed joint tariff 5th class rates under the Classification, it was declared that the legal rate was the said 5th class joint through rate; and it was ordered that the Grand Trunk Railway Company be authorized to refund the difference between the said rate of 20 cents per 100 lbs. and the rate of 32½ cents per 100 lbs. charged and collected on the said shipments. (By order No. 7479, July 6, 1909, leave given Grand Trunk Railway to appeal to Supreme Court upon questions of law involved.)

Order No. 7164, June 3, 1909.—Approving form of release, or special contract, for the shipment of silver and other valuable ores.

Order No. 7246, June 16, 1909.—Requiring the companies forming the White Pass and Yukon Route to file within thirty days tariffs of tolls covering all through freight traffic received from vessels at Skagway, Alaska, and destined to White Horse, Y.T., or to intermediate points between the international boundary and White Horse; and on freight traffic from White Horse and the said intermediate points destined to Skagway; also to file the basis of allotment of the said tolls between the said companies.

Order No. 7277, June 16, 1909.—Prescribing joint through rates on lumber, shingles, and other forest products from points on the Vancouver, Westminster and Yukon Railway between New Westminster and Vancouver, via New Westminster or Vancouver to points on the Canadian Pacific Railway other than those reached directly by the Great Northern or its connections, on the basis of 1 cent per 100 lbs. over the rates of the Canadian Pacific Railway from Vancouver to the same point. (See order 9187.)

Order No. 7325, June 22, 1909.—Rescinding clause 'h' of Order No. 3258 of July 6, 1907 (Toronto Board of Trade Rate Case), prohibiting advances in certain special commodity rates then existing without the sanction of the Board, the said clause having served its intended purpose.

Orders Nos. 7343, June 23, and 8337, October 8, 1909.— Requiring the absorption by the railway companies of the Montreal wharfage and port warden's charges on cheese shipped from points west of Montreal, on local bills of lading, for subsequent exportation from the port of Montreal, provided the cheese is exported not later than May 31 of the following St. Lawrence navigation season.

Order No. 7494, July 7, 1909.—Canadian Express Company's cancellation of rate on fruit shipments from Queenston, Ont., to Toronto, disallowed.

Order No. 7495, June 25, 1909.—Reducing the joint rate on bituminous coal from Black Rock, N.Y., and Suspension Bridge, N.Y., to Marlbank, Ont.

Order No. 7562, July 15, 1909.—Approval of two forms of uniform bill of lading, one for 'order' shipments, the other for 'straight' shipments, for use on all railways subject to the Railway Act.

Order No. 7585, July 23, 1909.—Alberta Railway and Irrigation Company, required to reduce its passenger toll to 3 cents per mile, with one-sixth off for round-trip tickets, and to revise its special freight tariffs to the basis of the Canadian Pacific Railway in the same territory.

Order No. 7599, July 24, 1909.—All railway companies subject to the Board's jurisdiction ordered to conform to the rules and regulations from time to time approved by the Master Car Builder's Association governing the loading of lumber, logs and stone on open cars.

Order No. 7602, July 23, 1909.—Canadian Pacific and Canadian Northern Railway Companies directed to publish and file joint tariffs of through rates on carload traffic included in classes 6 to 10 of the Canadian Classification, between Edmonton and North Edmonton and all points on Canadian Pacific Railway south of and including Red Deer, east of and including Daysland and Tees, and east and west of Calgary and Macleod, via Strathcona Junction, on the basis of 1 cent per 100 lbs. higher than the Canadian Pacific Railway rates to or from Strathcona.

Order No. 7881, August 27, 1909.—Regulations for the receiving, forwarding, and delivering of explosives prescribed for the observance of every railway company within the legislative authority of parliament which accepts explosives for carriage.

Order No. 7975, June 1, 1909.—Montreal, Park and Island Railway Company granted leave to appeal to Supreme Court as to 'Whether it is right or proper for the Board, in making Order No. 7045, May 4, 1909, to overlook contract dated November 7, 1907, between the Montreal, Park and Island Railway Company and Notre Dame de Grace Municipality.'

Order No. 7976, June 1909.—Montreal Street Railway Company given leave to appeal to the Supreme Court upon the following question, viz.: 'Whether upon a true construction of sections 91 and 92 of the British North America Act, and of section 8 of the Railway Act, the Montreal Street Railway Company is subject, in respect of its through traffic with the Montreal, Park and Island Railway Company to the jurisdiction of the Board of Railway Commissioners for Canada.'

Order No. 8184, September 25, 1909,—Supplement No. 2 to Canadian Classification No. 14 approved.

Order No. 8513, October 16, 1909.—Grand Trunk Railway Company ordered to reduce its rate for moving grain from its Point Edward elevator to King Milling Company's mill at Sarnia to 1½ cents per 100 pounds.

Order No. 8860, December 10, 1909,—Prescribing allowances to be made by railway companies to shippers who are compelled to furnish temporary inside car doors to enable cars to be used for certain traffic. (Rescinds orders 6186 and 6764.)

Order No. 8982, November 22, 1909,—Prescribes regulations for the free weighing of cars containing bituminous coal at ports of entry in Ontario; also for re-weighing on destination or intermediate track scales at consignee's request and expense, on payment of extra prescribed toll.

Order No. 9031, December 2, 1909,—Directing the Niagara, St. Catharines & Toronto Railway Company to restore the joint rate of two cents per 100 pounds formerly charged on wood pulp, in carloads, from Thorold, Ontario, to Suspension Bridge, N.Y.

Order No. 9099, December 23, 1909,—On complaint of certain firms in St. John, N.B., against an increase in rates on shipments of iron and steel from St. John to Quebec Central Railway points, the Canadian Pacific Railway Company ordered to restore the former rates.

Order No. 9128, December 21, 1909.—On application of Winnipeg manufacturers for an order directing the railway companies to equalize their freight rates on metallic shingles and siding from eastern points to Manitoba, Saskatchewan and Alberta, as against freight tolls charged on the unmanufactured material, order No. 653, dated July 5, 1905, directing the restoration of commodity rates formerly charged on metallic shingles and siding, rescinded, insofar as it related to shipments to points west of and including Port Arthur.

Orders Nos. 9156, January 3, and 9813, March 9, 1910, directing that the rate to be charged by the express companies for the carriage of daily newspapers from Winnipeg shall be the same as charged by the Dominion Express Company in eastern Canada.

Order No. 9164, December 22, 1909,—Canadian Pacific Railway, Great North Western and Western Union Telegraph Companies ordered to postpone their revised code message regulations between points in Canada until July 1, 1910.

Order No. 9187, January 7, 1910 (Supplementary to order 7277).—Prescribes joint through rates on lumber, shingles and other forest products from points on the Vancouver, Westminster & Yukon Railway, between New Westminster and Vancouver, via New Westminster or Vancouver and the Canadian Pacific Railway, to points on the Canadian Northern Railway, on the basis of one cent per 100 pounds over the rates of the Canadian Pacific Railway from Vancouver to the same points.

Order No. 9271, January 12, 1910,—Michigan Central, Canadian Pacific and Toronto, Hamilton & Buffalo Railway Companies ordered to publish and file a joint rate on coal not exceeding $2.60 per ton from Black Rock and Suspension Bridge, N.Y., to Sudbury, Ont.

Order No. 9362, January 24, 1910,—Reducing the classification of certain manufactured articles of asbestos.

Order No. 9444, February 4, 1910,—Application of the railway companies for variation in the Canadian Classification rating of automobiles, set up, dismissed; and rating of automobiles, taken apart, in box cars, reduced to double first-class.

Order 9751, February 28, 1910,—Canadian Pacific Railway Company authorized to carry a party of McGill mining students at reduced fares from Montreal to points in British Columbia, &c., for educational purposes.

Order No. 10005, March 22, 1910. Request of Elder Dempster & Co., of Montreal for the application by the railway companies of the export tariff to the ports of Montreal, Quebec, St. John, and Halifax, on traffic carried by the applicants' steamships, the Tehuantepec National Railway of Mexico, and the Canada Mexican S.S. Line, dismissed, without prejudice to the rights of any persons interested to any relief the Board may deem proper upon a different set of facts being presented to it.

I have the honour to be, Sir,
Your obedient servant,

J. Hardwell,
Chief Traffic Officer.

A. D. Cartwright, Esq.,
Secretary.

APPENDIX E.

LIST OF INSPECTIONS MADE BY THE ENGINEERING DEPARTMENT OF THE RAILWAY COMMISSION, APRIL 1, 1909, TO MARCH 31, 1910, INCLUSIVE.

April 1.—Inspection of highway crossing over Temiscouata Railway, parish of Notre Dame du Lac, P.Q.

April 1.—General inspection, Temiscouata Railway.

April 2.—Inspection of crossing of Raglan, Argyle, Lisgar, Lochiel and Bonnechere streets by the Canadian Pacific Railway and the Kingston and Pembroke Railway in the town of Renfrew, Ont.

April 2.—Inspection (Lauder-Tilson branch) from Broomshill, mileage 16·0 to 28·5, distance 12·5 miles, opening for traffic, Canadian Pacific Railway.

April 6.—File 9,515, inspection, flooded lands, Rosenfelt and vicinity.

April 7.—Inspection for opening for traffic of the Atlantic, Quebec & Western Railway from mileage 19·75 to mileage 20·5 at the new station at Port Daniel, Que.

April 7.—Inspection bridge abutments on the Atlantic, Quebec and Western Railway at the crossing of the Des Ilots brook, township of Newport, county of Gaspe, Que.

April 7.—Inspection of steel bridge on the Atlantic, Quebec and Western Railway over highway on east side of the North River bridge at Port Daniel, Ont.

April 7.—Inspection steel bridge on the Atlantic, Quebec and Western Railway over Pabos backwater near Grand Pabos, Que.

April 7.—Inspection bridge on the Atlantic, Quebec and Western Railway over River Aux Canard, township of Newport, county of Gaspe.

April 8.—Inspection of Atlantic and Lake Superior Railway, account section 263 of Railway Act.

April 12.—Inspection Canadian Pacific Railway Eburne branch from New Westminster, B. C., mileage 0 to Eburne, mileage 9·64, opening for traffic.

April 12.—Inspection of crossing of Raglan street, Renfrew, Ont., by the Grand Trunk Railway.

April 13.—Inspection of gates installed by the Grand Trunk Railway at Thames street in the town of Ingersoll, Ont.

April 14.—Inspection of highway crossings in the township of Hullett by the Guelph and Goderich Railway (Canadian Pacific Railway).

April 14.—Inspection of highway crossings at mileage 62·5 and 62·8 on the line of the Guelph and Goderich Railway (Canadian Pacific Railway) in township of Morris, just east of village of Blyth, Ont.

April 15.—Inspection Grand Trunk Railway opposite lot 12, concession 9, township of Ops, as to complaint of W. J. Reid *re* drainage.

April 15.—Inspection Canadian Pacific Railway trestle over Cobb's lake, Montreal and Ottawa section, Canadian Pacific Railway.

April 15.—Inspection of Hawkesbury interlocker at crossing of Grand Trunk Railway by the Canadian Northern Ontario Railway.

April 16.—Inspecting trestle on Canadian Northern Ontario Railway at the Ottawa river at Hawkesbury, Ont.

April 17.—Inspection Atlantic, Quebec and Western Railway *re* location for a siding at Shigawaga.

April 20.—Inspection of drainage on property of George Elliott, Woodbridge, Ont., on the line of the Canadian Pacific Railway.

April 23.—Inspection Quebec, Montreal and Southern Railway, town of St. Lambert, *re* highway crossings.

April 27.—Inspection grade revisions on the line of Canadian Pacific Railway near Aroostock junction and near Grand Falls, N.B.

April 28.—Inspection of diversion of the Canadian Pacific Railway between mileage 33 and mileage 34·5 at Grand River, N.B.

April 28.—Inspection of crossing of the Grand Trunk Railway by the Canadian Pacific Railway at Harriston, Ont.

April 28.—Inspection of Lancaster street crossing of the Grand Trunk Railway at Berlin, Ont.

April 29.—Inspection in connection with Toronto viaduct.

April 29.—Inspection of installation of electric bell at wharf crossing of Canadian Pacific Railway at Pembroke, Ont.

May 6.—Inspection of drainage of Edgar Rea, of Zephyr, Ont., on the line of the Canadian Northern Ontario Railway.

May 7.—Inspection of drainage of D. J. Mitchel's, lot 29, township of McDougall, on the line of the Canadian Northern Ontario Railway.

May 11.—Inspection highway crossing on the Canadian Pacific Railway at Gainsboro avenue, Eldonwood Park, township of Nepean, Ont.

May 12.—Inspection of St. George branch of the Grand Valley Railway, a distance of about six miles.

May 13.—Inspection of the Grand Trunk Railway from Allandale to Penetang, a distance of 39 miles.

May 18.—Inspection of interlocking plant at Oak Point crossing.

May 18.—Inspection Quebec, Montreal and Southern Railway, Pierresville, Que., as to road diversion on Indian reserve.

May 18.—Inspection Quebec, Montreal and Southern Railway bridge at Pierresville, P.Q.

May 18.—Inspection of interlocking plant at Ontario street crossing of the Canadian Northern Ontario Railway, Montreal, P.Q.

May 20.—Inspection of drainage of H. Frenette, Portneuf, P.Q., on the line of the Canadian Pacific Railway.

May 20.—Inspection of highway bridge at Jeune street, Three Rivers, over the tracks of the Canadian Pacific Railway and the St. Maurice Valley Railway.

May 26.—File 5,577, Case 3,629, inspection for opening for traffic, Grand Trunk Pacific Railway, from mileage 3·0 at the junction of the Canadian Northern Railway near Pembina avenue crossing, Winnipeg, to mileage 54·5, Portage la Prairie, distance of 51·3 miles.

May 26.—Inspection of interlocking appliances at Lachine canal drawbridge, P.Q., on the line of the Canadian Pacific Railway.

May 26.—Inspection of Georgian Bay and Seaboard Railway for opening for traffic.

May 27.—Inspection of connection between the Niagara, St. Catharines and Toronto Railway and the Toronto, Hamilton and Buffalo Railway at Welland, Ont.

May 27.—Inspection of highway crossing between concessions 6 and 7, township of Tay, on the line of the Georgian Bay and Seaboard Railway.

May 27.—Inspection of location of Orford Mountain Railway from Windsor Mills to southeasterly limit of parish of St. Francois Xavier de Brompton, P.Q.

May 28.—Inspection of St. Catharine street bridge, Montreal, P.Q.

June 1.—Inspection Quebec, Montreal and Southern Railway between Pierresville and Fortierville, P.Q.

June 2.—Inspection Canadian Northern Ontario Railway for opening for traffic from Hawkesbury to South Nation river.

June 2.—Inspection Canadian Northern Ontario Railway McGill street crossing, Hawkesbury, Ont.

June 2.—File 9581, Inspection of a proposed location of a foot-crossing at Canmore Junction, Alta., in connection with complaint of James Caroll.

June 2.—Inspection of Canadian Pacific Railway bridges (Laggan section) between Calgary and Laggan.

June 3.—Inspection Canadian Northern Quebec Railway through property of Wilfrid Gauvin, a couple of miles from Pointe aux Trembles, P.Q.

June 3.—Inspection highway crossing on Canadian Northern Quebec Railway at Les Ecureilles, Que.

June 5.—Inspection of Canadian Pacific Railway bridges on the Smith's Falls section for opening for traffic.

June 7.—Inspection highway crossing of Grand Trunk Railway at Bronson avenue, Ottawa, Ont.

June 7.—Inspection crossing of Grand Trunk Railway for Thomas Wilson in township of Gloucester, Ont.

June 7.—File 9423, case 4527, File 9431, case 4539, and File 9432, case 4540, city of Vernon sewer pipe crossing, Canadian Pacific Railway.

June 8.—Inspection station buildings on Garneau-Quebec Division of the Canadian Northern Quebec Railway.

June 8.—Inspection of Georgian Bay and Seaboard Railway for opening for traffic from Coldwater to Maple Island, a distance of about thirteen miles.

June 8.—Inspection of site of proposed bridge over Maison creek on the line of the Canadian Pacific Railway, township of Rochester, Ont.

June 10.—Inspection of drainage on the right-of-way of the Grand Trunk Railway, in Preston, Ont., on property of Mr. Winterholt.

June 10.—Inspection of crossing of Wellington street, Hamilton, Ont., by main line of Grand Trunk Railway.

June 10.—Inspection station buildings on Canadian Northern Ontario Railway.

June 11.—Inspection Lake Shore Road subway on line of Grand Trunk Railway about one mile west of Port Hope, Ont.

June 11.—Inspection of street crossing on the Grand Trunk Railway in the town of St. Henri, Que.

June 12.—Inspection of Iberville street, Montreal, Que., on the line of the Grand Trunk Railway.

June 14.—Inspection of interlocking plant near Emerson, where the Canadian Northern Railway, Ridgeville section, crosses the Canadian Pacific Railway, Emerson branch.

June 15 and 23.—File 10354, Inspection of location of several proposed lines in conection with the entry of the National Transcontinental Railway into Winnipeg, also crossing the lines of the Canadian Pacific Railway and Canadian Northern Railway.

June 16.—Inspection Canadian Northern Ontario Railway bridge over Vermilion river. Mileage 26·66 from Sudbury Junction, Ont.

June 16.—Inspection Canadian Pacific Railway at Sudbury *re* fencing along right-of-way opposite Mr. DuCalland's farm in township of McKim. Also question of farm crossing for Mr. DuCalland.

June 16.—Inspection of highway crossing at Ballantyne's station, mileage 163·4, on the line of the Grand Trunk Railway.

June 17.—Inspection of bridges at mileage 110·3 and 110·6, London section of the Canadian Pacific Railway, and proposed diversion of the Thames river.

June 17.—Inspection of subway at Little Bridge street, Almonte, Ont., on the line of the Canadian Pacific Railway.

June 17.—Inspection of interlocking on the Essex Terminal Railway at Sandwich, Ont.

June 18.—Inspection of opening for traffic on Canadian Pacific Railway, second track of double track, Ignace section, from mileage 115·0 to mileage 119·8, a distance of 4·6 miles, and from mile 120·0 to mile 127·8, a distance of 7·8 miles.

June 19.—Inspection of Canadian Pacific Railway second track of the double track, Kenora section, from mileage 13·8 to 16·0, a distance of 2·2 miles.

June 23.—File 10131, inspection of the place where the city of Winnipeg makes application to cross the tracks of the Oak Point branch of the Canadian Northern Railway by a level highway crossing at Godfrey street, Winnipeg.

June 25.—Inspection of site of station on the Grand Trunk Railway at Corinth, Ont.

June 26.—Inspection of Georgian Bay and Seaboard Railway and Canadian Northern Ontario Railway entrance into Orillia, Ont.

June 26.—File 9844, inspection in the Winnipeg yards of the Thomas and Day Patent Adjustment of grain doors.

June 29.—Inspection of site of bridge over Peace river on the line of the Canadian Pacific Railway, Windsor section.

June 29.—Inspection of extension of Edna street across tracks of the Pére Marquette Railroad, town of Walkerville, Ont.

June 30.—Inspection of road diversion on the Toronto, Hamilton and Buffalo Railway, about three miles east of the city of Brantford, near Cainsville, Ont.

June 30.—Inspection Lee Mountain road crossing of the Toronto, Hamilton and Buflalo Railway at Hamilton, Ont.

July 2.—Inspection of crossing of Bay of Quinté Railway and the Kingston and Pembroke Railway at Harrowsmith, Ont.

July 2.—Inspection of diamond between Canadian Pacific Railway and Grand Trunk Pacific Railway, Farnham section.

July 5.—Inspection highway crossings on the Canadian Northern Quebec Railway at Lorette and St. Foy, Que.

July 7.—Inspection of Canadian Northern Ontario Railway from the South Nation river to Rockland, a distance of twelve miles, for opening for traffic.

July 7.—Inspection St. Maurice Valley Railway from Three Rivers to Joliette, Que.

July 9.—Inspection of Grand Trunk Railway branch line to premises of the Brunswicke Balke & Collender Company in the city of Toronto, Ont.

July 13.—Inspection of Atlantic, Quebec and Western Railway bridge over the Malbaie river at mileage 76·9 east of New Carlisle, Que.

July 13.—Inspection of bridges on the line of the Dominion Atlantic Railway between Digby and Annapolis, N.S.

July 14.—Inspection Ottawa and New York Railway bridges at Cornwall, Ont.

July 14.—Inspection of Atlantic and Lake Superior Railway as to general conditions.

July 15.—Inspection bridges on B. W. and N. W. branch of the Canadian Pacific Railway.

July 15.—File 5686. Inspection of the overhead foot-bridge over the Canadian Pacific Railway tracks at Brown street, West Fort William.

July 20.—Inspection of Canadian Northern Ontario Railway bridge over Coulters Narrows.

July 21.—Inspection of drainage of E. B. Freeman at Burlington Junction on the Grand Trunk Railway.

July 21.—Inspection location of Grand Valley Railway in city of Brantford, Colborne Street, and Market Street intersection.

July 23.—(File 8891. Case 4203.) Inspection of the overhead foot-bridge at Julius Street, the overhead bridge at Matheson Street, the switch stands at Kenora and the overhead barrel conveyor at Keewatin, Canadian Pacific Railway.

July 23.—Inspection of the Canadian Pacific Railway second track of the double track, Ignace section, from mileage 119·8 to mileage 120·0, a distance of 0·2 miles.

July 26.—Inspection farm crossing on lot 2, con. 7, township of Cavan, east of Manverse, on the Canadian Pacific Railway.

July 26.—Inspection of the Canadian Pacific Railway double track diversion, Kenora section, from Busteed, mileage 16·0, to Deception, mileage 18·8, a distance of 2·8 miles.

July 27.—Inspection of Quebec, Montreal and Southern Counties Railway.

July 28.—Inspection Canadian Northern Quebec Railway for opening for traffic from its connection with the Quebec and Lake St. John Railway at Quebec to Garneau Junction, a distance of 78·76 miles.

July 28.—Inspection of highway crossing between lots 317 and 318 in parish of St. Prosper, county of Champlain, on the line of the Canadian Northern Quebec Railway at mileage 60·11, from Quebec bridge on the Canadian Northern Quebec Railway.

July 28.—Inspection of highway crossing between lot 624 and lot 27-12 in the parish of St. Timothée, county of Champlain, at mileage 77·11 from Quebec bridge on the Canadian Northern Quebec Railway.

July 28.—Inspection of highway crossing between lot 623 and 624, parish of St. Timothée, county of Champlain, on the line of the Canadian Northern Quebec Railway at mileage 76·15 from Quebec Bridge.

July 28.—Inspection highway crossing at lots 9 and 10 in the parish of St. Séverin, county of Champlain, on the line of the Canadian Northern Quebec Railway at mileage 73·77 from Quebec Bridge.

July 28.—Inspection highway crossing on northeast side of lot 130E in the parish of St. Séverin, county of Champlain, on the line of the Canadian Northern Quebec Railway at mileage 73·51 from Quebec Bridge.

July 28.—Inspection of highway crossing between lots 213 and 147, parish of St. Séverin, on the line of the Canadian Northern Quebec Railway at mileage 71·44.

July 28.—Inspection of highway crossing between lots 345 and 344, 344a and 346, in the parish of St. Prosper, county of Champlain, on the line of the Canadian Northern Quebec Railway at mileage 62·23 from the Quebec bridge.

July 28.—Inspection of highway crossing between lot 335 and 336 in the parish of St. Prosper, county of Champlain, on the line of the Canadian Northern Quebec Railway , mileage 61 from the Quebec bridge.

July 28.—Inspection of site of Canadian Pacific Railway station at Bissett, Ont.

July 28.—(File 10505.) Inspection of proposed location of a new station at Grassy Lake, Alta., on the Canadian Pacific Railway (Lethbridge section).

July 29.—(File 2424. Case 4026.) Inspection of the fencing, Canadian Northern Railway, Brandon-Regina line.

July 29.—Inspection of highway crossing one mile west of Belair, Que., on the line of the Canadian Pacific Railway.

July 29.—Inspection Grand Trunk Railway at crossing at Wentworth Street, Hamilton, Ont.

July 30.—Inspection of highway crossing between lots 429 and 430, in the parish of St. Prosper, county of Champlain, on the line of the Canadian Northern Quebec Railway, at mileage 63·4 from Quebec bridge.

August 13.—Inspection for opening for freight traffic on the Superior and Western Ontario Railway from the junction of the Grand Trunk Pacific Superior Branch, near mileage 154, to the head of Sturgeon lake at O'Brien, a distance of 7 miles.

August 19.—(File 7813.) Inspection of the proposed location of the union station at Maryfield, Sask., situated between the Canadian Pacific Railway and the Canadian Northern Railway.

August 19.—Inspection proposed highway crossings on the line of the Canadian Pacific Railway in the municipality of Whitton, Que.

August 28.—Inspection highway crossings on the Grand Trunk Railway at St. Hyacinthe, Que.

August 30.—Inspection highway crossings on the Canadian Northern Quebec Railway near Quebec, Que.

August 30.—Inspection of interlocking plant at St. Hyacinthe, Que.

August 31.—Inspection highway crossings on the National Transcontinental Railway in the counties of Lévis, Dorchester and Montmagny, province of Quebec.

September 4.—Inspection of 'Y' of Quebec Railway Light and Power Company at Joachim, Que.

September 6.—Inspection Canadian Pacific Railway and Canadian Northern Quebec Railway at Portneuf, Que.

September 7.—Inspection highway crossings on the Canadian Northern Quebec Railway in the parish of St. Théophile, Que.

September 8.—Inspection drainage of H. Frenette, Portneuf, Que., on the line of the Canadian Pacific Railway.

September 8.—Inspection Canadian Northern Quebec Railway bridge over the St. Maurice river at Grand Mére, Que.

September 10.—Inspection John Forman mill site at Jacques Cartier river, on the line of the Canadian Northern Quebec Railway.

September 10.—Inspection of Nomining Branch of the Canadian Pacific Railway for opening for traffic.

September 14.—Inspection for opening for traffic of the Garneau-Quebec Division of the Canadian Northern Quebec Railway.

September 16.—Inspection of culverts on the line of the Canadian Northern Quebec Railway between Harvey Junction and St. Tite, Que.

September 16.—Inspection farm crossing of Fabien Leduc, St. Casimir, Que., on the line of the Canadian Northern Quebec Railway.

September 16.—Inspection Canadian Northern Quebec Railway as to fencing right-of-way in the parish of St. Tite, Que.

September 16.—Inspection farm crossing of I. Boisclaire, on the Montfort Branch of the Canadian Northern Quebec Railway, mileage 7·8.

September 16.—Inspection farm crossing of Madame Plouffe on the St. Jerome-St. Sauveur Branch of the Canadian Northern Quebec Railway, mile 14·7.

September 16.—Inspection of revised location of the Tilsonburg, Lake Erie and Pacific Railway in the town of Ingersoll, Ont.

September 17.—Inspection of interlocking plant at crossing of Grand Trunk Railway by the Niagara, St. Catharines and Toronto Railway, between Clifton Junction and Stamford, Ont.

September 17.—Inspection highway crossings on the line of the Canadian Northern Quebec Railway, in the county of Terrebonne, Que., mileage 0 to 15.

September 17.—Inspection of station accommodation at Garneau Junction, Herouville and St. Tite, on the Canadian Northern Railway.

September 17.—Inspection farm crossing, M. Francoeur on the Montfort Branch of the Canadian Northern Quebec Railway. Mileage, 6.5.

September 18.—Inspection and report file No. 10768, application of International Transcontinental Railway to cross Winnipeg Transfer Railway in the City of Winnipeg, between Lombard and Water streets.

September 20.—Inspection of the interlocking plant where the Grand Trunk Pacific crosses the Edmonton and Slave Lake Railway. (Canadian Northern Railway situated four miles west of Edmonton.

September 21.—File 5678, case 3421. Inspection of bridges and abutments on the Canadian Pacific Railway. Central Division, Broadview section.

September 22.—Inspection of highway crossings in the Parish of Beauport on the location of the Canadian Northern Quebec Railway between Hedleyville Junction, near Quebec and the Montmorency River.

September 22.—Inspection of street crossing known as Main street, at the south end of the Canadian Pacific Railway yard at Farnham, P.Q.

September 23.—Inspection of Central Vermont Railway between St. Lambert and Farnham, P.Q.

September 24.—File 3437, case 133 and case 3405. Inspection of bridges and abutments on the Canadian Pacific Railway Division, Shuswap section, between Revelstoke and Kamloops.

September 27.—Inspection for opening for traffic on the Canadian Pacific Railway, Cascade Section, Port Moody, diversion, between mileage 115 and mileage 117 on the old line, the distance on the new diversion, 1·98 miles.

September 27.—Inspection of interlocking plant at crossing of the Canadian Pacific Railway by the Grand Trunk Railway at Brampton, Ontario.

September 28.—Inspection of new second track of the Canadian Pacific Railway from St. Lazare to Dalhousie Mills, Ontario, a distance of 18 miles, for opening for traffic.

September 28.—Inspection of Pére Marquette Railway as to blocking of undercrossing of P. S. Seager, Bickford, Ontario, on north half of lot 6, Township of Moore, County of Lambton, Ontario.

September 28.—Inspection of farm crossing on Madame De Beaujeau's property in the County of Vaudreuil, on the line of the Canadian Pacific Railway.

September 29.—Inspection of Canadian Pacific Railway as to station at Streetsville, Ont.

September 29.—Inspection of location of a transfer track to connect the Canadian Northern Railway with the Manitoulin and North Shore Railway.

September 30.—Inspection of Church Street crossing of the Grand Trunk Railway in the Town of Mimico, Ont.

September 30.—Inspection as to excessive shunting by the Grand Trunk Railway in town of Allandale, Ont.

September 30.—Inspection of highway crossings on the line of the Canadian Pacific Railway, Toronto, Sudbury line between Byng inlet and Parry Sound, Ont.

September 30.—Inspection of highway crossings in the township of Foley, on the Toronto-Sudbury branch of the Canadian Pacific Railway.

October 4.—Inspection for opening for traffic on the Grand Trunk Pacific Railway from Battle River, mileage 675, to Edmonton, mileage 793·7, a distance of 118·7 miles.

October 5.—Inspection for opening for traffic the Goose Lake branch of the Canadian Northern Railway from Saskatoon to Rosetown, a distance of 71·8 miles.

October 6.—File 7699, case 3447. Inspection of piers and abutments of the Canadian Pacific Railway, Central Division, Regina, Saskatoon and Saskatchewan, now operated by the Canadian Northern Railway, known as the Prince Albert branch.

October 7.—File 10952. Inspection of the flooded lands near the town of Humboldt, Saskatchewan, on the line of the Canadian Northern Railway.

October 7.—Inspection of the crossing of the Town Line Road in the village of Iona, by the Michigan Central and Pére Marquette Railroads.

October 7.—Inspection of street crossings in the village of Shedden, on the Michigan Central and the Pére Marquette Railroads.

October 7.—Inspection of transfer track of the Canadian Northern Ontario Railway, in the vicinity of Ottawa, Ont.

October 8.—Inspection of interlocking plant at crossing of the Grand Trunk Railway by the Quebec, Montreal and Southern Railway at St. Hyacinthe, P.Q.

October 9.—Inspection of subway at Almonte, on the line of the Canadian Pacific Railway.

October 9.—Inspection of Automatic Signalling Device as a block signal.

October 9.—Inspection for opening for traffic of the Thunderhill Branch of the Canadian Northern Railway from Benito, mileage 18·8 to Polly, mileage 35·6, a distance of 16·8 miles.

October 11.—Inspection of new second tracks of the Canadian Pacific Railway for opening for traffic from St. Lazare to Dalhousie Mills, Ontario; mileage, 23·7 to 41·6, and from Avonmore to Finch, Ontario, mileage 67·8 to 74·3.

October 11.—Inspection of new second track of the Canadian Pacific Railway from Dalhousie Mills; mileage, 41·6 to 44·9.

October 11.—Inspection of White Automatic Railway Signal Device installed at Bronson Avenue, Ottawa, on the Grand Trunk Railway.

October 16.—Inspection of the station yards and layout in the village of Bladworth, Saskatchewan, on the Canadian Northern Railway.

October 17.—File 7697, case 3445, inspection of piers and abutments at mileage 47, on the Canadian Pacific Railway, Central Division, Prince Albert Section, now operated by the Canadian Northern Railway, and known as the Regina-Prince Albert Branch.

October 20.—Inspection of Huskinson street, Guelph, Ontario, as to subway under the Grand Trunk Railway.

October 20.—*Re* inspection of the interlocking plant at Oak Point Junction, where the Grand Trunk Pacific Railway crosses the Canadian Pacific Railway and Canadian Northern Railway.

October 20.—File 6105, case 2611, inspection of the interlocking plant at the crossing of the Grand Trunk Pacific Railway with the Goose Lake Branch of the Canadian Northern Railway west of Saskatoon, Saskatchewan.

October 20.—Inspection of crossing of Grand Trunk Railway by the Galt and Hespeler Railway in the village of Hespeler, Ont.

October 21.—File 3418, case 3414, inspection of bridges, piers and abutments on the Canadian Pacific Railway, western Division, Edmonton Section.

October 21.—Inspection of culvert under the lines of the Kingston and Pembroke Railway and the Bay of Quinte Railway, just north of Harrowsmith Station, Ont.

October 22.—File 5460·1, inspection of the bridge over the Old Man River (viaduct) and the Lethbridge (viaduct) Canadian Pacific Railway, Western Division.

October 22.—Inspection for opening for traffic on the Canadian Pacific Railway from Macleod to Lethbridge for a distance of 31·7 miles.

October 22.—File 3532, case 3415. Inspection of the two piers and one 150 foot dock lattice girder over the Battle river on the Canadian Pacific Railway western division, Western Section.

October 23.—File 7703, case 3451. Inspection of the concrete abutments and piers at mileage 104·17 on the Canadian Pacific Railway Macleod section over the Old Man river.

October 26.—Inspection of transfer track connecting the Michigan Central Road and the Grand Trunk Railway on Bathurst street near Wellington street in the city of London, Ontario.

October 27.—File 9437.99. Inspection of the North Road crossing on the V.V. & E. Railway in connection with the dangerous condition of crossings between New Westminster and the towns of Port Moody and Barnet.

October 28.—Inspection of highway crossings in township of Medonte on the line of the Toronto and Sudbury Branch of the Canadian Pacific Railway.

October 29.—Inspection of highway crossings on the Walkerton Branch of the Canadian Pacific Railway at mileage 1·86, 1·90, 4·33 and 4·43, in the township of Artemesa, Ontario.

October 29.—Inspection Montreal and Southern Counties Railway for opening for traffic from its terminus at Montreal to St. Denis street in the town of St. Lambert, P.Q.

October 30.—Inspection Rawdon Branch of Canadian Northern Quebec Railway from St. Jacques to Dugas, P.Q., for opening for traffic.

October 30.—Inspection highway crossings on Rawdon Branch of Canadian Northern Quebec Railway at mileage 5·27 mileage ·95 and mileage 7·58.

November 4.—Inspection of Main street crossing of the Grand Trunk Railway at Hawkesbury, Ontario.

November 6.—File 6431, case 3411. Inspection of the concrete piers and abutments on the Canadian Pacific Railway western division, Cranbrook section.

November 9.—Inspection of highway crossings on the line of the Grand Trunk Railway in the town of St. Johns, P.Q.

November 10.—Inspection of interlocking appliances at the crossing of the Grand Trunk Railway by the Peterborough Radial Railway in the city of Peterborough, Ontario.

November 10.—Inspection of farm crossing of M. Mullin on the Canada Atlantic Division of the Grand Trunk Railway.

November 10.—Inspection as to fencing on the Grand Trunk Railway in the municipality of South Algoma, Ont.

November 13.—File 7700, case 3448. Inspection of the bridge and abutments over the government drainage ditch on the Canadian Pacific Railway Central division, Lariviere section.

November 13.—Inspection of the extension of the Canadian Pacific Railway Mowbray Branch from Mowbray, mileage 65·9 to Wyndgate mileage 32·4 a distance of 6·5 miles.

November 14.—Inspection of Durham Road by the Canadian Pacific Railway in the town of Walkerton, Ont.

November 16.—Inspection electric bell at highway crossing of Canadian Pacific Railway, township of Durham, P. Q.

November 16.—Inspection for opening for traffic of bridges on the St. Guillaume Branch of the Canadian Pacific Railway.

November 17.—Inspection for opening for traffic of bridges on the Newport section of the Canadian Pacific Railway.

November 17.—Inspection of Grand Trunk Railway branch line on the easterly side of the town of Port Hope, Ont.

November 17.—Inspection of Canadian Northern Ontario Railway, crossing of the Grand Trunk Railway, Whitby branch near Brooklin, Ont.

November 17.—Inspection of A. Clark's farm crossing and first highway crossing west of Mountain station, Ont., on the line of the Canadian Pacific Railway.

November 18.—Inspection of the Canadian Pacific Railway second track, Fort William section from mileage 59·4 to mileage 59·6.

November 18.—Inspection of subway under the Grand Trunk Railway at Jacques Cartier junction, P.Q.

November 18.—Inspection of Canadian Northern Quebec Railway highway diversion village of Dombourg, mile 24·97 west of Quebec bridge.

November 20.—Inspection of the proposed Lincoln avenue crossing over the tracks of the Canadian Northern Railway, Oak Point Branch, just west of Winnipeg city limits.

November 23.—File 11865, inspection of the fences on the right of way over Grand Trunk Pacific Railway, on section 2, township 12, range 11, west of the 1st.

November 23.—Inspection of the right of way of the Temiscouta Railway, in the village of Cabano, P.Q.

November 23.—Inspection of interlocking appliances at crossing of the Temiscouata Railway by the National Transcontinental Railway 12·2 miles west of Edmundston, N.B.

November 24.—Inspection of Iberville street subway, Montreal, P.Q.

November 24.—Inspection of highway crossing leading to Ferry at Indian Point, Parish of Andover, Ont.

November 25.—File 1124.2.—Inspection of the location of the Pembia highway crossing over the tracks of the Canadian Northern Railway in the city of Winnipeg.

November 28.—Inspection Atlantic, Quebec and Western Railway, as to station buildings and general layout of L'Anse aux Gascons Station, mileage 26·5.

November 28.—Inspection highway crossings on the Atlantic Quebec and Western Railway in the municipality of St. Adelaide de Pabos, P.Q.

November 28.—Inspection station buildings and general layout at Newport, P.Q., on the Atlantic, Quebec and Western Railway.

November 29.—File 7,705, case 3,453, inspection of Canadian Pacific Railway bridges, Pacific division, Columbia and Kootenay section.

November 30.—Inspection of revision of the line of the Toronto Suburban Railway from Davenport station to Jane street, Toronto, Ont.

November 30.—Inspection of Canadian Northern Ontario Railway for opening for traffic from Rockland to Hurdman's road near Gladstone avenue, Ottawa, Ont.

November 30.—Inspection of crossing of the Montreal road by the Canadian Northern Ontario Railway at mileage 29, township of Nepean, Ont.

December 1.—Inspection for opening for traffic on the Canadian Pacific Railway, Weyburn to Stoughton, a distance of 36·7 miles.

December 2.—Inspection new second track of Canadian Pacific Railway from Vaudreuil to St. Lazare and from mileage 44·9 just west of Dalhousie Mills to mileage 48·6, and from mileage 48·6 to Avonmore for opening for traffic.

December 3.—Inspection of interlocking plant of the London Street Railway crossing of the Canadian Pacific Railway at London, Ont.

December 3.—Inspection of crossing of Town line road between townships of Sandwich East and Sandwich West, Ont.

December 3.—Inspection of crossing of Pere Marquette Railroad with Canadian Pacific Railway at Walkerville Junction, Ont.

December 4.—Inspection of interlocking plant in connection with east end of the Michigan Central Railroad at Windsor, Ont.

December 5.—Inspection of Garth street bridge, Hamilton, Ont.

December 10.—Inspection of the highway crossing at mileage 18·6 on the Brockville branch of the Canadian Pacific Railway.

December 13.—File 80.17 inspection of the interlocking plant where the Canadian Northern Railway main line crosses the Canadian Pacific Railway Minnedosa branch at Gladstone, Man.

December 13.—Inspection for opening for traffic on the Canadian Pacific Railway Wynward extension for Wynward mileage 88·3 to Lanigan, mileage 125·3, a distance of 37·0 miles.

December 14.—Inspection of crossing of George street, Smith's Falls, by Canadian Pacific Railway.

December 15.—Inspection for opening for traffic on the Canadian Pacific Railway west of Saskatoon, from Wilkie, Sask., mileage 430·39, to Hardisty, Alta., mileage 561·63, a distance of 131·24 miles.

December 15.—Inspection of Brock avenue where it crosses the Northern division of the Grand Trunk Railway, the Sarnia tunnel division of the Grand Trunk, and the main line of the Canadian Pacific Railway in the city of Toronto, Ont.

December 15.—Inspection of King street crossing of the Grand Trunk Railway in the town of Berlin, Ont.

December 16.—Inspection of crossing of Dundas street by the Canadian Pacific Railway in the town of Berlin, Ont.

December 16.—Inspection of crossings of Dundas street by the Grand Trunk Railway in the town of Cooksville, Ont.

December 16.—Inspection of crossing of Queen street by the Grand Trunk Railway in the town of Palmerston, Ont.

December 16.—Inspection of highway crossing of Canadian Pacific Railway at Atlantic avenue, town of St. Louis de Mile End, P.Q.

December 16.—Inspection of highway crossing over the Grand Trunk Railway and the Montreal Park and Island Railway at Rockfield, P.Q.

December 16.—Inspection of highway crossing of the Canadian Pacific Railway at Cote St. Luc road, Notre Dame du Grace, P.Q.

December 17.—Inspection for opening for traffic Canadian Pacific Railway, Kipp branch, from Kipp, Alta., to mileage 28·2.

December 17.—Inspection highway crossings over the Grand Trunk Railway at St. Hyacinthe, P.Q.

December 17.—Inspection of highway crossing of Canadian Pacific Railway at Merry street, Magog, P.Q.

December 18.—Inspection highway crossing at 18th street, Lachine, over the Grand Trunk Railway.

December 18.—Inspection for opening for traffic, Canadian Pacific Railway Weyburn line west for 26 miles.

December 20.—Inspection for the opening for traffic on the Canadian Pacific Railway Virden-McAuley branch, a distance of 14 miles.

December 20.—Inspection of Tilsonburg highway crossing just west of Tilsonburg station on the line of the Michigan Central Railway.

December 20.—Inspection of the crossing of Peterborough street by the Canadian Pacific Railway in the town of Norwood, Ont.

December 23.—Inspection Canadian Northern Ontario Railway for opening for traffic from Sellwood Junction, at mileage 23·4, to Gowganda Junction, mileage 55, from Sudbury Junction.

December 27.—File 6,695, inspection of the station yard and layout on the Canadian Northern Railway main line at Barwick, Ont.

December 28.—Inspection of crossing of William street, Brockville, Ont., by the Grand Trunk Railway and Canadian Pacific Railway.

December 28.—Inspection of highway crossings on the line of the Canadian Northern Quebec Railway in the town of Maisonneuve, P.Q.

December 31.—Inspection of the crossing of Ontario street by the Grand Trunk Railway in the city of Kingston, Ont.

January 3.—Inspection highway crossings on the Canadian Pacific Railway at Three Rivers, P.Q.

January 11.—Inspection of proposed crossing of highway between lot 32, concession B, and lot 2, concession C, township of Scarboro, county of York, by the line of the Canadian Northern Ontario Railway.

January 11.—Inspection of proposed crossing of the side road between lots 24 and 25, concession 1, township of Scarboro, county of York, by the line of the Canadian Northern Ontario Railway.

January 11.—Inspection of crossing of side road between lots 22 and 23, concession 1, township of Scarboro, county of York, by the line of the Canadian Northern Ontario Railway.

January 11.—Inspection of highway crossing between lots 18 and 19, concession 2, township of Scarboro, county of York, on the line of the Canadian Northern Ontario Railway.

January 11.—Inspection of highway crossing at Pharmacy avenue, township of Scarboro, county of York, on the line of the Canadian Northern Ontario Railway.

January 11.—Inspection of crossing of side road between lots 28 and 29, concession C, township of Scarboro by the Canadian Northern Ontario Railway.

January 12.—Inspection of highway crossing immediately east of Charing Cross station on the Michigan Central Railroad.

January 12.—Inspection of first crossing east of Ruscombe, Ont., on the line of the Michigan Central Railroad.

January 12.—Inspection of first highway crossing west of Buxton station on the Michigan Central Railroad.

January 12.—Inspection of the crossing immediately west of Woodslee Station, on the line of the Michigan Central Railroad.

January 12.—Inspection of crossing four miles west of Ridgetown, Ont., on the Michigan Central Railway.

January 12.—Inspection of second crossing east of west Lorne, Ont., on the Michigan Central Railroad.

January 12.—Inspection of crossing one mile east of Taylor, Ont., on the Michigan Central Railroad.

January 12.—Inspection of highway crossing just west of Dufferin Station, on the line of the Michigan Central Railroad.

January 12.—Inspection of second crossing of Attercliffe Station, known as Diltz Road crossing, on the line of the Michigan Central Railroad.

January 12.—Inspection of location of Niagara, St. Catharines and Toronto Railway, from Welland to Port Colborne, Ont.

January 12.—Inspection of street crossings on the Grand Trunk Railway, in the city of London, Ont.

January 12.—Inspection of highway crossing near Pelton, about Mile post 6½ from Detroit, on the Michigan Central Railroad.

January 12.—Inspection of gates installed by the Michigan Central Railroad at the crossing of the highway by the Michigan Central Railroad and Pere Marquette Railroad, in the village of Rodney, Ont.

January 12.—Inspection of gates installed by the Michigan Central Railroad at the crossing of the highway by the Michigan Central Railroad and Pere Marquette Railroad, in the village of Dutton, Ont.

January 12.—Inspection of highway crossing by the line of the Michigan Central Railroad about three miles east of Tilbury, Ont.

January 12.—Inspection of highway crossing on the line of the Michigan Central Railroad about three-quarters of a mile west of Fletcher Station, Ont.

January 12.—Inspection of highway crossing just west of Cumber Station, on the line of the Michigan Central Railroad.

January 12.—Inspection of crossing immediately west of Wyndham Station, on the line of the Michigan Central Railroad.

January 12.—Inspection of second crossing east of Yarmouth Station, on the line of the Michigan Central Railroad.

January 12.—Inspection of first crossing east of Welland Station, on the line of the Michigan Central Railroad.

January 12.—Inspection of highway crossing between townships of Tilbury East and township of Raleigh, on the line of the Michigan Central Railroad.

January 12.—Inspection of second crossing west of Essex Station, known as Thomas street, on the line of the Michigan Central Railroad.

January 13.—Inspection of Herbert Dynes farm crossing, on the line of the Hamilton Radial Railway, just east of Burlington, Ont.

January 13.—Inspection of Pembina Street crossing, Winnipeg, as to protection by flagman.

January 14.—Inspection of interlocking plant at Toronto Junction, between the Canadian Pacific Railway and the Grand Trunk Railway.

January 14.—Inspection of highway crossing at Elizabeth Street, Toronto Junction, on the Canadian Pacific Railway.

January 14.—Inspection of Yonge Street crossing of the Canadian Pacific Railway, in the city of Toronto, Ont.

January 15.—Inspection of Richmond Street crossing of the Canadian Pacific Railway, in the city of London, Ont.

January 20.—Inspection of the crossing of Hugh street, in the town of Arnprior, Ont., by the Grand Trunk Railway.

January 20.—Inspection of crossing of Main street by the Grand Trunk Railway, in the village of Carp, Ont.

January 20.—Inspection of Montmorency Branch of the Canadian Northern Quebec Railway, for opening for traffic.

January 21.—Inspection of interlocking plant at St. Polycarpe Junction at the crossing of the Grand Trunk Railway, by the Canadian Pacific Railway.

January 22.—Inspection of wreck at Spanish river, on the line of the Canadian Pacific Railway.

January 23.—Inspection of highway crossing of Canadian Pacific Railway in the city of Hull, P.Q.

January 27.—Inspection of Main Street crossing of the Grand Trunk Railway in Ottawa East, Ont.

January 27.—Inspection of crossing of Grand Trunk Railway on the Canal drive, Ottawa East, Ont.

February 2.—Inspection of interlocker where the double track of the Grand Valley Railway crosses the Grand Trunk on Colborne street, in the city of Brantford, Ont.

February 3.—Inspection of crossing of highway one and a half miles north of Maple, by the single track of the Grand Trunk Railway.

February 3.—Inspection of crossing of Royce Avenue, Toronto, by the track of the Grand Trunk Railway, North Division.

February 3.—Inspection of crossing of the highway between Concessions 1 and 2, township of King, by the Grand Trunk Railway, at mileage 26·64.

February 3.—Inspection of crossing of highway between lots 25 and 26, township of Albion, by the Grand Trunk Railway, mileage 59.

February 3.—Inspection of second highway crossing south of Milton Station, on the single track line of the Grand Trunk Railway.

February 3.—Inspection of crossing of the highway by the Grand Trunk Railway just south of Concord Station, at mileage 14.

February 3.—Inspection of the crossing of Yonge street, 1·15 miles south of Aurora, by the single track of the Grand Trunk Railway, mileage 28·66.

February 3.—Inspection of crossing of highway by the single track of the Grand Trunk Railway about three quarters of a mile south of Beeton Station, Ont.

February 3.—Inspection of crossing of highway between Concessions 4 and 5, townhip of Tecumseh, by the Grand Trunk Railway, mileage 67.

February 3.—Inspection of highway crossing between Concessions 1 and 2, township of Tecumseh, by the single track of the Grand Trunk Railway.

February 3.—Inspection of first highway crossing south of Bradford Station, on the line of the Grand Trunk Railway, mileage 40.

February 3.—Inspection of first highway crosing north of Newmarket, on the line of the Grand Trunk Railway.

February 4.—Inspection highway crossing on the Grand Trunk Railway at Alexandria, Ont.

February 4.—Inspection of interlocking appliances where the track of the Canadian Pacific Railway crosses the track of the Grand Trunk Railway just east of Drumbo Station, Ont.

February 5.—Inspection of industrial spur of the Canadian Pacific Railway and Canadian Northern Ontario Railway in the town of Parry Sound for opening for traffic.

February 5.—Inspection highway crossing of the Grand Trunk Railawy at Avenue Le Grande Ille in Valleyfield, P.Q.

February 5.—Inspection highway crossing of the Grand Trunk Railway at Lacolle Junction, P.Q.

February 6.—Inspection bridges on the Newport section of the Canadian Pacific Railway.

February 7.—Inspection bridges on the Farnham Division of the Canadian Pacific Railway.

February 7.—Inspection of street crossings over the Canadian Pacific Railway, city of Winnipeg and St. Boniface.

February 7.—File 13187. Inspection of Canadian Pacific Railway, Higgins avenue subway bridge, Winnipeg, Man.

February 8.—Inspection bridges on the Drummondville Branch and the Megantic Section of the Canadian Pacific Railway.

February 8.—Inspection highway crossing on the Grand Trunk Railway known as Pearce's Crossing a couple of miles west of Richmond, P.Q.

February 11.—Inspection of highway crossing between lots 2 and 3, con. 4, township of Scarboro, county of York, on the line of the Canadian Northern Ontario Railway.

February 15.—Inspection of Piercy Street crossing of the Grand Trunk Railway 3½ miles north of Fergus, Ont.

February 15.—Inspection of highway crossing over Grand Trunk Railway one and a half miles east of Dorchester, Ont.

February 17.—Inspection of highway crossing on the Grand Trunk Railway at Oakville, Ont.

February 17.—Inspection of highway crossing on the Grand Trunk Railway one mile north of Mount Forest, Ont.

February 17.—Inspection of crossing of highway between cons. 2 and 3, township of Hope, on the line of the Canadian Northern Ontario Railway.

February 17.—Inspection of crossing of highways in township of Hope, Ont., by the Canadian Northern Ontario Railway.

February 17.—Inspection of highway crossing between lots 8 and 9, con. 3, township of Hope, Ont., on the line of the Canadian Northern Ontario Railway.

February 17.—Inspection of highway crossing between cons. 3 and 4, township of Hope, Ont., on the line of the Canadian Northern Ontario Railway.

February 17.—Inspection of highway crossing between lots 12 and 13, township of Hope, on the line of the Canadian Northern Ontario Railway.

February 18.—Inspection for opening for traffic of the Canadian Northern Railway branch line from Dalmeny to Laird, a distance of 28 miles.

February 18.—File 3418.6. Inspection of Canadian Pacific Railway bridge at mileage 94·0 over the Red Deer river, Edmonton Section.

February 19.—Inspection crossing of highway between lots 10 and 11, con. 3, township of Hope, on the line of Canadian Pacific Railway.

February 19.—Inspection of highway crossing on lot 3, con. 2, township of Hope, on the line of the Canadian Northern Ontario Railway.

February 19.—Inspection of crossing of Eramosa Road and Allen Bridge Road, by the Canadian Pacific Railway at Guelph, Ont.

February 19.—Inspection of highway crossing on the line of the Grand Trunk Railway 2½ miles west of Acton West, Ont

February 19.—File 7704.1. Inspection of subway at First street west and subway at Second street east, Calgary.

February 19.—File 5135.3. Inspection of Canadian Pacific Railway bridges at mileage 8·2 and mileage 38·3, McLeod section.

February 19.—Inspection for opening for traffic of the Canadian Pacific Railway branch line, north from Langdon on the main line to Acme, a distance of 38·5 miles.

February 20.—File 3422.11. Inspection of Canadian Pacific Railway bridges at mileage 1·7 and 93·9 Shuswap Section.

February 21.—File 7706.5. Inspection of Canadian Pacific Railway bridge at mileage 31·2 Cascade Section.

February 22.—File 6780.1. Inspection of Canadian Pacific Railway bridge over Ferry Slip, city of Vancouver, B.C.

February 22.—File 12822. Inspection of V.V. & E. Ry., where accident occurred between Burnaby and Sapperton at Kilby Creek.

February 22.—File 12377. Inspection of the farm crossing on the property of Eric Anderson, on the V.V. & E. Ry. (G.N.R.) west of Cloverdale, B.C.

February 22.—Inspection of the interlocking plant where the V.V. & E. Ry. crosses the C.P.R. at Fraser Mills, near New Westminster, B.C.

February 22.—Inspection of crossing of Danforth Road by single track of the Grand Trunk Railway.

February 22.—Inspection of the street crossing at Columbia avenue and the crossing leading to the North Vancouver Ferry, Vancouver, as to protection.

February 22.—Inspection of highway crossing 2½ miles east of Stouffville, Ont., by the line of the Grand Trunk Railway.

February 22.—Inspection of Leeds and Grenville Independent Telephone Company's line where it crosses the Canadian Pacific Railway at Spencerville, Ont.

February 22.—Inspection of highway crossing immediately west of Grass Hill Station on the line of the Grand Trunk Railway.

February 22.—Inspection of second crossing north of Port Perry on the line of the Grand Trunk Railway.

February 22.—Inspection of highway crossing immediately west of Mariposa Station on the line of the Grand Trunk Railway.

February 22.—Inspection of highway crossing immediately west of Uxbridge Station on the line of the Grand Trunk Railway.

February 22.—Inspection of first crossing west of Manilla Junction on the line of the Grand Trunk Railway.

February 22.—Inspection of highway crossing between concessions 3 and 4, township of Ops, on the line of the Grand Trunk Railway, two miles west of Lindsay, Ont.

February 22.—Inspection of highway crossing one quarter mile east of Brooklin, on the line of the Grand Trunk Railway.

February 22.—Inspection of highway crossings 2½ miles east of Stouffville on the line of the Grand Trunk Railway.

February 23.—Inspection of highway crossing one mile south of Craigleith on the Grand Trunk Railway.

February 23.—Inspection of highway crossing one mile south of Caldwell, Ont., on the Grand Trunk Railway.

February 23.—Inspection of crossing immediately south of Bracebridge Station, Ont., on the line of the Grand Trunk Railway.

February 23.—Inspection of highway crossing one and a half miles south of Huntsville on the line of the Grand Trunk Railway, mileage 144·75

February 23.—Inspection of highway crossing immediately north of Goodwood Station, Ont.

February 23.—Inspection of highway crossing immediately north of Utterson Station, on the line of the Grand Trunk Railway.

February 23.—Inspection of highway crossing immediately north of Sundridge Station, on the line of the Grand Trunk Railway.

February 23.—Inspection of highway crossing immediately south of Nipissing Junction Station, on the line of the Grand Trunk Railway.

February 23.—Inspection of highway crossing just east of Tanners Station, on the line of the Grand Trunk Railway.

February 23.—Inspection of crossing of Grand Trunk Railway, on lot 29, con. 4, township of Ferris, Ont.

February 24.—Inspection of crossing of highway by the Canadian Pacific Railway, on lot 8, con. 11, township of Ferris, Ont.

February 24.—File 6407·7. Inspection of Canadian Pacific Railway bridges at mileages 8·4, 9·6, 73·4, and 101·2, Swift Current section.

February 24.—File 3438·13. Inspection of Canadian Pacific Railway bridges at mileages 33·9, 35·8, 61·5, 86·4, 118·0, 121·3, 122·5, 128·8, and 130·7.

February 25.—File 3439·7. Inspection of Canadian Pacific Railway bridges, 23·6, 73·1, and 108·4, Laggan section.

February 25.—File 3416·11. Inspection of Canadian Pacific Railway bridges at mileage 25·2, 79·4, 85·5, 106·4 and 115·4, Mountain section, Pacific Division, 1st, 2nd, 3rd and 4th crossings over the Kicking Horse river.

February 28.—Inspection highway crossing, township of Scarboro, county of York, at section 667-75 on the Canadian Northern Ontario Railway.

February 28.—Inspection of highway crossing on the Grand Trunk Railway, at St. Clair Avenue, Toronto, Ont.

March 3.—Inspection of Grand Trunk Railway yards at Point St. Charles, Que.

March 5.—Inspection of part of the Canadian Pacific Railway, Lacombe Branch, from Stettler, mileage 49·6, to Castor, mileage 84·6, a distance of 35·0 miles, for opening for traffic.

March 7.—File 5678·2. Inspection of Canadian Pacific Railway bridge at mileage 63·08, Broadview section.

March 7.—File 7724·8. Inspection of Canadian Pacific Railway bridges at mileage 3·8 and 127·4, Moosejaw section, Western Division.

March 8.—Inspection of 11th Avenue Street crossing, over Canadian Pacific Railway tracks, at Moosejaw, Sask., as to protection of dangerous crossings.

March 9.—Inspection of highway crossings on the Grand Trunk Railway, in village of Port Credit, Ont.

March 9.—Inspection of new second track of the Canadian Pacific Railway between Dalhousie Mills and Avonmore, mileage 48·6 to 48·8, for opening for traffic.

March 11.—Inspection at Main Street over the Canadian Pacific Railway tracks at Kenora, Ont., as to protection of dangerous crossings.

March 17.—Inspection of the line of the Montreal, Park and Island Railway for opening for traffic from the corner of Plateau Avenue and Sherbrooke Street, in the city of Montreal to Montreal West.

March 17.—Inspection of the line of the Montreal, Park and Island Railway from Hendersons to St. Vincent, a distance of nearly three miles, for opening for traffic.

March 23.—Inspection of highway crossing known as Brock Road, between lots 18 and 19, con. 4, township of Pickering, on the line of the Canadian Northern Ontario Railway.

March 23.—Inspection of highway crossing known as the Kinsale Road, between lots 2 and 3, con. 5, township of Pickering, on the line of the Canadian Northern Ontario Railway.

March 29.—Inspection of diverted highway crossings over the Grand Trunk Railway, between mileage 627 and mileage 672, near Wainwright, Alta.

March 29.—Inspection of drainage on Jules Marcotte's farm at Bainsville, Ont., on the line of the Grand Trunk Railway.

APPENDIX F.

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD.

April 15, 1910.

DEAR SIR,—I beg to submit herewith report of the operating department, showing the number of persons killed and injured in train accidents during the period commencing April 1, 1909, and ending March 31, 1910, as per returns furnished by the railway companies in accordance with the Railway Act, and also giving a synopsis of the work done by the inspectors in connection with railway equipment and operation all over Canada.

During the above period 456 persons were killed and 1,123 injured. They are classified as follows:—

	Killed.	Injured.
Passengers	51	211
Employees	194	745
Other persons	211	167
	456	1,123

Investigations were made by the Board's inspectors in 282 of the above cases and reports on same were handed to the Board.

General inspections have been made by the inspectors of equipment, stations and crossings of all railways under the jurisdiction of the Board.

Yours truly,

(Signed) A. J. NIXON,
Chief Operating Officer.

A. D. CARTWRIGHT, Esq.,
Secretary, Board Railway Commissioners,
Building.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the number of persons killed and injured on various railways in Canada for year ending March 31, 1910.

Name of Railway.	Passengers.		Employees.		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Grand Trunk Railway	2	37	25	178	77	72	104	287
Canadian Pacific Railway	46	128	103	128	108	55	257	311
Canadian Northern Railway	1	20	14	226	5	16	20	262
Michigan Central Railway	1	11	12	158	10	8	23	177
Canadian Northern Quebec Ry.	1	....	1	15	4	3	6	18
Pére Marquette Railway	....	....	2	....	1	....	3	....
Quebec, Montreal and Southern Railway	....	....	1	3	....	....	1	3
Toronto, Hamilton and Buffalo Railway	....	....	2	1	....	....	2	1
New York and Ottawa, O. & N.Y. Railway	....	....	....	....	1	....	1	....
Great Northern Railway	....	4	6	7	....	....	6	11
Niagara, St. Catharines and Toronto Railway	....	....	....	....	1	1	1	1
Montreal Terminal Railway	....	....	....	....	1	1	1	1
Montreal Park and Island Ry.	....	....	....	....	....	1	....	1
Dominion Atlantic Railway	....	1	....	....	....	2	....	3
Oshawa Railway	....	....	....	....	....	1	....	1
Vancouver, Victoria and Eastern Railway and Navigation Co.	....	....	24	16	....	....	24	16
Windsor, Essex and Lake Shore Rapid Railway	....	....	....	....	1	....	1	....
Canadian Northern Ontario Ry.	....	....	3	2	1	2	4	4
Wabash Railway	....	....	....	6	....	1	....	7
Esquimalt and Nanaimo Railway	....	....	1	....	....	1	1	1
Central Vermont Railway	....	10	....	5	....	....	....	15
Brantford and Hamilton Electric Railway	....	....	....	....	....	3	....	3
Hereford Railway Co	....	....	....	....	1	....	1	....
	51	211	194	745	211	167	456	1,123

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for the year ending March 31, 1910.

Name of Railway.	Derailment.		Head-on Collision.		Stealing Ride.		While Shunting.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Grand Trunk	......	12	2	9	1	1	1	2
Canadian Pacific	50	88	5	18	6	6	3	3
Canadian Northern	1	9	1	6	......	......	......	......
Michigan Central	......	1	......	1	......	......	1	......
Can. Northern Quebec	......	1	......	1	......	......	......	......
Pére Marquette	......	......	......	......	......	......	......	......
Quebec, Montreal and Southern	......	......	......	......	......	......	......	......
Toronto, Hamilton and Buffalo	1	1	......	......	......	......	......	......
New York and Ottawa. O. and N.Y.	......	......	......	......	......	......	......	......
Great Northern	4	10	......	......	......	......	......	......
Niagara, St. Catharines and Toronto	......	......	......	......	......	......	......	......
Montreal Terminal	......	......	......	......	......	......	......	......
Montreal Park and Island	......	......	......	......	......	......	......	......
Dominion Atlantic	......	......	......	......	......	......	......	......
Oshawa Railway	......	......	......	......	......	......	......	......
Vancouver, Victoria and Eastern Ry. and Navg. Co.	23	16	......	......	......	......	......	......
Windsor, Essex and Lake Shore R.R.	......	......	......	......	......	......	......	......
Canadian Northern, Ont.	......	......	......	......	......	......	......	......
Wabash Ry	......	......	......	......	......	......	......	......
Esquimalt and Nanaimo	......	......	......	......	......	......	......	......
Central Vermont Ry	......	15	......	......	......	......	......	......
Brantford and Hamilton Electric	......	......	......	......	......	......	......	......
Hereford Ry. Co	......	......	......	......	......	......	......	......
	79	153	8	35	7	7	5	5

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for the year ending March 31, 1910.

Name of Railway.	Riding on Cars.		Level Crossing.		Falling off Freight Cars.		Trespassing.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Grand Trunk			14	24	3	19	24	28
Canadian Pacific			19	18	5	3	45	15
Canadian Northern				5	1	6	2	4
Michigan Central		1	3	4		2	4	1
Can. Northern, Quebec			2			2	1	2
Pére Marquette								
Que., Montreal and Southern								
Toronto, Hamilton and Buffalo					1			
New York & Ottawa, O. & N.Y.								
Great Northern								
Niagara, St. Catharines & Toronto							1	1
Montreal Terminal								
Montreal Park and Island								
Dominion Atlantic				1				1
Oshawa Railway								
Vancouver, Victoria & Eastern R. & N. Co								
Windsor, Essex & Lake Shore Ry			1					
Can. Northern, Ontario							1	2
Wabash Ry				1				
Esquimalt and Nanaimo								1
Central Vermont Ry								
Brantford and Hamilton Electric				3				
Hereford Ry. Co							1	
		1	39	56	10	32	79	55

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for the year ending March 31, 1910.

Name of Railway.	Body found on track or bridge.		While Switching.		Pitch-in with hand-car.		Died in train ; natural cause.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Grand Trunk	33	......	5	22	......	......	......	......
Canadian Pacific	24	......	6	16	2	......	1	......
Canadian Northern	2	......	2	19	......	1	......	......
Michigan Central	1	......	......	9	......	......	......	......
Canadian Northern, Quebec	......	......	1	5	......	......	......	......
Pére Marquette	1	......	......	......	......	......	......	......
Quebec, Montreal & Southern	......	......	......	1	......	......	......	......
Toronto, Hamilton & Buffalo	......	......	......	......	......	......	......	......
New York & Ottawa, O. & N. Y.	......	......	......	......	......	......	......	......
Great Northern Ry	......	......	......	......	......	......	......	......
Niagara, St. Catharines & Toronto	......	......	......	......	......	......	......	......
Montreal Terminal	......	......	......	......	......	......	......	......
Montreal Park and Island	......	......	......	......	......	......	......	......
Dominion Atlantic	......	......	......	......	......	......	......	......
Oshawa Railway	......	......	......	......	......	......	......	......
Vancouver, Victoria and Eastern Ry. & N. Co	......	......	......	......	......	......	......	......
Windsor, Essex & Lake Shore R. R. Co	......	......	......	......	......	......	......	......
Canadian Northern, Ontario	......	......	......	......	......	......	......	......
Wabash Ry	......	......	......	......	......	......	......	......
Esquimalt & Nanaimo Ry	1	......	......	......	......	......	......	......
Central Vermont Ry	......	......	......	......	......	......	......	......
Brantford & Hamilton Electric	......	......	......	......	......	......	......	......
Hereford Ry. Co	......	......	......	......	......	......	......	......
	62	......	14	72	2	1	1	......

STATEMENTS showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for year ending March 31, 1910.

Name of Railway.	Working under cars.		Struck looking out of car window.		Suicide.		Struck by switch stand.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Grand Trunk	......	1	......	......	......	......	......	4
Canadian Pacific	......	2	1	......	2	......	......	......
Canadian Northern	......	......	......	......	......	......	......	......
Michigan Central	......	......	......	......	......	......	1	......
Canadian Northern, Quebec	......	......	......	......	......	......	......	......
Pére Marquette	......	......	......	......	......	......	......	......
Quebec, Montreal and Southern	......	......	......	......	......	......	......	......
Toronto, Hamilton & Buffalo	......	......	......	......	......	......	......	......
New York & Ottawa, O. & N.Y.	......	......	......	......	1	......	......	......
Great Northern Ry	......	......	......	......	......	......	......	......
Niagara, St. Catharines & Toronto	......	......	......	......	......	......	......	......
Montreal Terminal	......	......	......	......	......	......	......	......
Montreal Park and Island	......	......	......	......	......	......	......	......
Dominion Atlantic	......	......	......	......	......	......	......	......
Oshawa Railway	......	......	......	......	......	......	......	......
Vancouver, Victoria and Eastern Ry. and N. Co	......	......	......	......	......	......	......	......
Windsor, Essex and Lake Shore R. R. Co	......	......	......	......	......	......	......	......
Canadian Northern, Ontario	......	......	......	......	......	......	......	......
Wabash Ry	......	......	......	......	......	......	......	......
Esquimalt & Nanaimo Ry	......	......	......	......	......	......	......	......
Central Vermont Ry	......	......	......	......	......	......	......	......
Brantford & Hamilton Electric	......	......	......	......	......	......	......	......
Hereford Ry Co	......	......	......	......	......	......	......	......
	......	3	1	......	3	......	1	4

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for year ending March 31, 1910.

Name of Railway.	Adjusting couplers, coupling or uncoupling.		Passenger falling off passenger train.		Working on track.		Working on bridge.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	1	10	.....	2	1	3	.....	1
Canadian Pacific	2	5	1	4	4	1	.....	2
Canadian Northern	2	11	.....	2	.....	4	.....	.....
Michigan Central	2	3	1	.....	2	12	.....	.....
Can. Northern Quebec	.....	4	.....	.....	.....	.....	.....	.....
Pére Marquette	.....	.....	.....	.....	1	.....	.....	.....
Quebec, Montreal and Southern	.....	1	.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo	.....	.....	.....	.....	.....	.....	.....	.....
New York and Ottawa, Ottawa and New York	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern Railway	.....	.....	.....	.....	.....	1	.....	.....
Niagara, St. Catharines and Toronto	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Terminal	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Park and Island	.....	.....	.....	.....	.....	.....	.....	.....
Dominion Atlantic	.....	.....	.....	.....	.....	.....	.....	.....
Oshawa Railway	.....	.....	.....	.....	.....	.....	.....	.....
Vancouver, Victoria and Eastern R. & N. Co.	.....	.....	.....	.....	.....	.....	.....	.....
Windsor, Essex and Lake Shore Rapid Railway	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Northern Ontario	.....	.....	.....	.....	.....	.....	.....	.....
Wabash Railway	.....	.....	.....	.....	.....	.....	.....	.....
Esquimalt and Nanaimo	.....	.....	.....	.....	.....	.....	.....	.....
Central Vermont Railway	.....	.....	.....	.....	.....	.....	.....	.....
Brantford and Hamilton Electric Railway	.....	.....	.....	.....	.....	.....	.....	.....
Hereford Railway	.....	.....	.....	.....	.....	.....	.....	.....
	7	34	2	8	8	21	.....	3

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for year ending March 31, 1910.

Name of Railway.	Collision rear end.		Collision street car and steam car.		Attempt to get on train while in motion.		Side ladders.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk Railway	.....	6	.....	2	4	16	.....	6
Canadian Pacific	1	2	.....	.....	11	13	.....	.....
Canadian Northern	.....	2	.....	.....	1	3	.....	.....
Michigan Central	.....	.....	.....	.....	.....	4	.....	.....
Canadian Northern Quebec Railway	.....	.....	.....	.....	1	.....	.....	.....
Pére Marquette	.....	.....	.....	.....	1	.....	.....	.....
Quebec, Montreal and Southern	.....	.....	.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo	.....	.....	.....	.....	.....	.....	.....	.....
New York and Ottawa, Ottawa and New York	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern	.....	.....	.....	.....	.....	.....	.....	.....
Niagara, St. Catharines and Toronto	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Terminal	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Park and Island	.....	.....	.....	.....	.....	.....	.....	.....
Dominion Atlantic Railway	.....	.....	.....	.....	.....	.....	.....	.....
Oshawa Railway	.....	.....	.....	.....	.....	.....	.....	.....
Vancouver, Victoria and Eastern Railway and N.	.....	.....	.....	.....	.....	.....	.....	.....
Windsor, Essex and Lake Shore R. R	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Northern Ontario	.....	.....	.....	.....	.....	.....	.....	.....
Wabash Railway	.....	.....	.....	.....	.....	.....	.....	.....
Esquimault and Nanaimo	.....	.....	.....	.....	.....	.....	.....	.....
Central Vermont	.....	.....	.....	.....	.....	.....	.....	.....
Brantford and Hamilton Electric Railway	.....	.....	.....	.....	.....	.....	.....	.....
Hereford Railway Co	.....	.....	.....	.....	.....	.....	.....	.....
	1	10	.....	2	18	36	.....	6

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for year ending March 31, 1910.

Name of Railway.	Falling between cars walking on top of train.		Fell off work train.		Falling off handcar.		Collision with cars standing foul or in yard.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	1	4			1	1		6
Canadian Pacific	2		1		1	1	2	3
Canadian Northern		1				5		
Michigan Central		2				1		
Canadian Northern, Quebec								
Pére Marquette								
Quebec, Montreal & Southern								
Toronto, Hamilton & Buffalo								
Ottawa & New York, New York & Ottawa								
Great Northern Ry								
Niagara, St. Catharines & Toronto								
Montreal Terminal								
Montreal Park & Island								
Dominion Atlantic								
Oshawa Ry								
Vancouver, Victoria & Eastern R. & N. Co.								
Windsor, Essex & Lake Shore R. R.								
Canadian Northern								
Wabash Ry								
Esquimalt & Nanaimo								
Central Vermont								
Brantford & Hamilton Electric Ry								
Hereford Ry								
	3	7	1	.....	2	8	2	9

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for year ending March 31, 1910.

Name of Railway.	Under construction.		Working under engine.		Locomotive explosion.		Jumping off train while in motion.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk				1		3	1	10
Canadian Pacific				2		2	6	8
Canadian Northern		6		2			2	5
Michigan Central							1	6
Canadian Northern, Quebec								
Pére Marquette								
Quebec, Montreal & Southern								
Toronto, Hamilton & Buffalo								
Ottawa & New York, New York & Ottawa								
Great Northern Ry								
Niagara, St. Catharines & Toronto								
Montreal Terminal								
Montreal Park & Island								
Dominion Atlantic								1
Oshawa Ry								
Vancouver, Victoria & Eastern R. & N. Co.								
Windsor, Essex & Lake Shore R. R.								
Canadian Northern, Ontario	1	1						
Wabash Ry								
Esquimalt & Nanaimo								
Central Vermont								
Brantford & Hamilton Electric Ry								
Hereford Ry								
	1	7	....	5	.....	5	10	30

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for year ending March 31, 1910.

Name of Railway.	Washout.		Riding on pilot of engine.		Electrocuted		Working on the cars and engine.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	1		1	2	1			2
Canadian Pacific								
Canadian Northern								4
Michigan Central				1				1
Canadian Northern, Quebec								
Pére Marquette								
Quebec, Montreal & Southern								
Toronto, Hamilton & Buffalo								
Ottawa & New York, New York & Ottawa								
Great Northern								
Niagara, St. Catharines & Toronto								
Montreal Terminal					1			
Montreal Park & Island								
Dominion Atlantic								
Oshawa Ry								
Vancouver, Victoria & Eastern R. & N. Co.								
Windsor, Essex & Lake Shore Rapid Ry.								
Canadian Northern, Ontario								
Wabash Ry								1
Esquimalt & Nanaimo Ry								
Central Vermont								
Brantford & Hamilton Electric Ry								
Hereford Ry. Co								
	1		1	3	2			8

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for year ending March 31, 1910.

Name of Railway.	Overhead Bridge.		Falling off tender in attempting to move waterspout.		Working in shop.		Falling off bridge or trestle.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk		1		5				1
Canadian Pacific		1			3	15	2	
Canadian Northern		1		1		59	1	1
Michigan Central						65		
Canadian Northern, Quebec								
Pére Marquette								
Quebec, Montreal & Southern								
Toronto, Hamilton & Buffalo								
Ottawa & New York, New York & Ottawa								
Great Northern Ry								
Niagara, St. Catharines & Toronto								
Montreal Terminal								
Montreal Park & Island								
Dominion Atlantic								
Oshawa Ry								
Vancouver, Victoria & Eastern R. & N. Co								
Canadian Northern, Ontario								
Wabash Ry								
Windsor, Essex & Lake Shore R. R								
Esquimalt & Nanaimo Ry								
Central Vermont								
Brantford & Hamilton Electric Ry								
Hereford Ry								
		3		6	3	139	3	2

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways in Canada for year ending March 31, 1910.

Name of Railway.	Struck by Water-spout while in Motion.		Ran into Open Switch.		Unclassified.		Totals.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk		1		1	9	81	104	287
Canadian Pacific			1	4	51	79	257	311
Canadian Northern					5	105	20	262
Michigan Central					7	63	23	177
Canadian Northern, Quebec					1	3	6	18
Pére Marquette							3	
Quebec, Montreal & Southern			1	1			1	3
Toronto, Hamilton & Buffalo							2	1
Ottawa & New York, New York & Ottawa							1	
Great Northern Ry			2				6	11
Niagara, St. Catharines & Toronto							1	1
Montreal Terminal						1	1	1
Montreal Park & Island						1		1
Dominion Atlantic								3
Oshawa Railway						1		1
Vancouver, Victoria & Eastern Ry. & N. Co					1		24	16
Canadian Northern Ontario					2	1	4	4
Wabash Railway						5		7
Windsor, Essex & Lake Shore R.R							1	
Esquimalt & Nanaimo							1	1
Central Vermont								15
Brantford & Hamilton Electric Ry								3
Hereford Ry							1	
		1	4	6	76	340	456	1123

STATEMENT showing the character of accidents on various railways in Canada for year ending March 31. 1910.

Character of Accident.	Passengers.		Employees.		Other Persons.		Totals.	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	37	103	42	50			79	152
Head-on collision		16	8	19			8	35
Stealing ride					7	7	7	7
While shunting			5	5			5	5
Riding on cars						1		1
Level crossing					39	56	39	56
Falling off freight cars			10	32			10	32
Trespassing					79	55	79	55
Body found on track or bridge	3		7		52		62	
While switching		3	13	67	1	2	14	72
Pitch-in with hand car			2	1			2	1
Died in train natural cause	1						1	
Working under cars				3				3
Struck, looking out of cab window			1				1	
Suicide					3		3	
Struck by switch stand			1	4			1	4
Adjusting couplers, coupling or uncoupling			7	34			7	34
Passenger falling off passenger train	2	8					2	8
Working on track			8	21			8	21
Working on bridge				3				3
Collision rear-end		2	1	8			1	10
Collision, street car and steam car		1		1				2
Attempt to get on train while in motion	4	11	5	11	9	14	18	36
Side ladders				6				6
Falling between cars, walking on top of train while in motion			3	7			3	7
Fell off work train			1				1	
Falling off hand car			2	8			2	8
Collision with cars standing foul or in yard		2	2	6		1	2	9
Under construction			1	7			1	7
Working under engine				5				5
Locomotive explosion				5				5
Jumping off train while in motion	1	12	6	12	3	6	10	30
Wash out			1				1	
Riding on pilot of engine			1	3			1	3
Electrocuted			1		1		2	
Working on cars and engines				8				8
Overhead bridges				3				3
Falling off tender in attempt to move water spout				6				6
Working in shop			3	139			3	139
Falling off bridge or trestle	1		2	2			3	2
Struck by waterspout while in motion				1				1
Ran into open switch			3	6	1		4	6
Unclassified	2	53	58	262	16	25	76	340
	51	211	194	745	211	167	456	1,123

Comparative statement of killed and injured between year ending March 31, 1909 and year ending March 31, 1910.

—	Passengers.		Employees.		Other Persons.		Totals.	
	K.	I.	K.	I.	K.	I.	K.	I.
Year ending March 31, 1909	26	227	191	769	231	205	448	1,201
Year ending March 31, 1910	51	211	194	745	211	167	456	1,123
Increase over 1909	25		3				8	
Decrease over 1909		16		24	20	38		78

Comparative statement in totals of killed and injured between year ending March 31, 1909, and year ending March 31, 1910, for each railway separately.

Name of Railway.	1909.		1910.		1910.			
					Increase.		Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk Ry	127	462	104	287			23	175
Canadian Pacific Ry	251	289	257	311	6	22		
Canadian Northern Ry	16	195	20	262	4	67		
Canadian Northern, Ontario Ry	1	2	4	4	3	2		
Canadian Northern, Quebec Ry	2	1	6	18	4	17		
Michigan Central Ry	18	152	23	177	5	25		
Wabash Ry	3	25		7			3	18
Toronto, Hamilton & Buffalo Ry	1		2	1	1	1		
Central Vermont Ry	1	1		15		14	1	
Dominion Atlantic Ry	2	3		3			2	
Great Northern Ry	1		6	11	5	11		
Quebec, Montreal & Southern Ry	1	9	1	3				6
Kingston & Pembroke Ry		3						3
Montreal Park & Island Ry	1	1		1			1	11
Bay of Quinte Ry	1						1	
Michigan Central & Pére Marquette		3						3
St. Lawrence & Adirondack Ry		4						4
Grand Trunk, Intercolonial	1	5					1	5
Windsor, Essex & Lake Shore R.R.	8	4	1				7	4
Algoma Central	1						1	
Alberta Railway & Irrigation Co	2	1					2	1
British Columbia & Yukon		1						1
Esquimalt & Nanaimo Ry	1		1	1		1		
Thousand Island Ry. Co		1						1
Grand Trunk & Canadian Pacific Ry. Co	1	7					1	7
New York and Ottawa		2	1		1			2
Canadian Northern and G.T.P		1						1
Canadian Pacific and N.Y. Central		1						1
Grand Trunk and Toronto Electric	1	1					1	1
Niagara, St. Catharines and Toronto	1		1	1		1		
Chatham, Wallaceburg and Lake Erie Ry	4	22					4	22
Moncton and Buctouche	1						1	
Oxford and Moncton	1						1	
Temiscouata Ry		1						1
Grand Trunk and Canadian Northern, Quebec		4						4
Pére Marquette			3		3			
Montreal Terminal			1	1	1	1		
Oshawa Ry				1		1		
Vancouver, Victoria and Eastern Ry. and Nav. Co.			24	16	24	16		
Brantford and Hamilton Electric Ry				3		3		
Hereford Ry. Co			1		1			
Increase					58	182		
Decrease							50	260
Increase for 1910					8			
Decrease for 1910								78

COLLISIONS INVESTIGATED DURING YEAR 1909-1910.

Reference to Record.	Date Reported.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident.
No.	1909.	1909.					
950	April 1	Mar. 27	Canadian Pacific	Switzer Junction	...	...	Collision, head-on. Engineer expecting switch to be set for him did not stop. He could not see on account of flying snow.
951 4511	" 1	" 27	Canadian Pacific	Grandon, 1½ m. west of	3	2	Collision, head-on. Conductor neglected to show order to brakemen, telling them to use north track. Brakeman opened switch for north track and collision occurred between extra east engine 2602 and passenger train.
955 4512	" 14	" 26	Grand Trunk	Bowmanville	....	1	Collision. Engine and caboose ran foul of west bound main line and was not protected.
957 4479	" 16	" 18	Canadian Pacific	Adamsville, 1 m. east of	2	....	Collision, head-on. Failure of train despatcher at Farnham to obtain the signature of conductor of extra 1661 to the order before advancing light engine 1639 from Brigham Junction.
964 4530	May 6	April 9	Canadian Pacific	Tweed, near	....	2	Collision, head-on. Operator receiving train order for 2nd No. 5 after it had passed.
975 4642	May 20	Apr. 29	Quebec, Montreal & S.	Iberville Junction.	1	2	Collision—Misplaced switch leading from the main line to the engine house, engineer not detecting the position of the switch until he was close enough to see the point of the rail. Collided with box car and engine.
976 4680	" 29	May 13	Grand Trunk	Prescott, Ont.	..	2	Collision, rear-end. West bound wayfreight not being properly protected by flagman, as called for by standard code of rules and rules of the company.
977 4648	" 29	" 10	Canadian Pacific	Goderich yard	....	3	Collision—No. 91 struck engine 839 switch-on on main line. Failure on part of engineer of train No. 91 to carry out instructions of conductor who flagged No. 91.
999 4706	June 12	" 12	Grand Trunk	Paris Junction	....	3	Collision, rear-end. Failure on the part of the engineer of engine 976 to observe signals and have his train under control approaching Paris Junction.

1020 4754	" 23	June 10	Great Northern...	Burnaby, B.C., ½ m. north of.	3	8	Collision, head-on. Failure of mixed train No. 397 to take the siding at Burrard, and await the arrival of train 274. Burrard is two miles north of the point where the collision occurred.
1021 4756	" 28	" 9	Canadian Pacific.... ...	St. Maurice River Bridge, near Three Rivers, Que.	1	5	Collision, head-on. Crew of pilgrimage train extra 556 and telegraph operator at Piles Junction overlooking regular passenger train No. 103.
1023 4745	" 29	May 31	Canadian Pacific........	Hoban, Ont................	1	4	Collision—Failure of conductor of work extra engine 1621 to set switch for main line or see that his train was properly protected before the arrival of passenger train No. 2.
1024 4758	" 29	June 9	Canadian Pacific........	Mileage 49, near Carry, White River Section.	1	3	Collision, head-on. Extra 1713 westbound struck extra 1714 eastbound, on account of misunderstanding between train crews.
1038 4857	July 12	" 30	Canadian Pacific..	Mileage 30½, Ignace Section..	1	....	Collision—Brakeman of tie train engine 670 failed to flag extra engine 725. Both trains were backing up.
1056 4885	Aug. 18	July 23	Grand Trunk...........	Hepworth..................	....	1	Collision—Mixed train No. 59 struck while standing at station. Carelessness on part of engineers and conductor in not giving more attention to time table. Extra north engines 334 and 485 coupled, collided at Hepworth with mixed No. 59, 2 minutes before No. 59 was due to leave. This is also a violation of block system in leaving Parkdale Junction before No. 59 was due to leave Hepworth.
1068 4887	Sept. 7	" 23	Canadian Pacific........	Caldwell..................	1	....	Collision—Work extra 1695 struck No. 122. Failure on the part of engineer and conductor of train No. 122 to send out flagman to protect train.
1085 5138	" 22	Sept. 9	Canadian Pacific........	Monklands yard............	1	....	Collision—Work train extra 1565 running through yard at too high rate of speed and collided with empty ballast car standing on side track.
1100 5129	Sept. 28	Aug. 23	Grand Trunk...........	London yard, Ont..........	....	2	Collision—While switching train No. 418 cars fouled main line rear of Pére Marquette passenger train, returning from G.T.R. station struck same.
1108 5154	Oct. 8	Sept. 15	Canadian Pacific.......	Chesterville, Ont...........	....	2	Collision—Very bad condition of the brakes on work extra 1572, and the poor judgment used by engineer. He should have had his train under control approaching yard limit board.
1124 5240	" 8	Oct. 2	Canadian Northern	M. 162, Rainy River section, Banning.	2	1	Collision—Head-on. After receiving an order to advance to Banning against 5 extras westbound, extra engine 232 backed out of siding at La Seine where they had cleared to meet No. 97 and the five extras. The order to meet 97 at La Seine was still in effect, but they overlooked this and collided with No. 97 near Banning.

COLLISIONS INVESTIGATED DURING YEAR 1909-10—*Concluded.*

Reference to Record.	Date Reported.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident.
No.	1909.	1909.					
1136 5395	Nov. 3	Oct. 24	Canadian Pacific........	West of Hosner, B.C., M. 30, Cranbrook sec.	1	1	Collision—Three cars and van of extra 1316 were left standing in Miche yard while engine was taking water. The air leaked off cars and they ran away, colliding with extra east 1434. Hand brake not set.
1138 5309	〃 10	〃 4	Grand Trunk	Utterson, Ont	....	1	Collision—Head-on. Engineer of engine 816 north bound forgot that his train had orders to meet freight extra south bound. South bound train had superior rights and was standing on main line. North bound train should have stopped at the north end of the yard and pulled into the siding.
1148 5338	〃 12	〃 16	Canadian Pacific........	Chillon, Man................	1	...	Collision—Misplaced switch.
1152 5265	〃 16	〃 12	Grand Trunk....	Coaticook, Que..............	1	1	Collision—Failure of brakeman to close the switch for the main line after his train (No. 84) pulled in to clear at west end of passing track. No. 6 ran through open switch and struck rear end of 84.
1164 5428	Dec. 10	Nov. 25	Canadian Northern......	West end of Saskatoon yard.	....	2	Collision—No. 10 from Prince Albert ran through a misplaced switch at 23rd Street and struck some cars on the siding.
1165 5379	〃 10	〃 1	Grand Trunk	Peterboro, Charlotte street ..	...	2	Collision—Motorman failing to stop car, street car No. 14 ran through lowered gates on the west side of the crossing striking cylinder of engine 234 on extra east freight.
1173 5420	〃 13	〃 20	Canadian Northern	Brandon, Man..............	....	1	Collision—On account of packing leathers in the driving brakes, cylinders being defective and the driving brake on engine 605 being in bad order, engineer was unable to stop engine before striking cars.
1207	1910. Jan. 3	Dec. 30	Canadian Northern	Winnipeg, Pembina Street ..	....	....	Collision—Between C.N. Ry. switch engine No. 306 and Winnipeg electric car No. 340. Due to confusion of signals and the fact that flagman had no control over C.N.R. trains.

1211	" 22	" 14	Grand Trunk....... ...	Toronto, Bay Street...	.. .	3	Collision—Due to neglect of signalman not living up to rules of the company.
5555 1176 1213	1909. Dec. 4	Oct. 17	Canadian Pacific........	Jacques Cartier Junction....	....	2	Collision—C.P. Ry. left mixed cars at Grand Trunk main line without protection or notification to G.T. that they were there.
5297 1242	1910. Feb. 23	Jan. 6	Canadian Pacific........	Winnipeg............. ..	1	...	Collision—Engine 2401 moving east in south roundhouse lead, collided with engine 1400 moving in opposite direction on same track. Caused by steam from engine on shop track obscuring view.
5643 5333	1909. Nov. 8	1909. Oct. 30	Canadian Pacific........	Melville Jct., ¼ mile north...	....	3	Collision—Head-on. Conductor of No. 19 failed to examine train register at Melville Junction, which would have shown him that passenger train No. 34 had not yet arrived.
1231 5680	1910. Mar. 22	1910. Jan. 26	Grand Trunk...........	Windsor, Ont....	....	1	Collision—Runaway caboose collided with engines on main line.
1229							

DERAILMENTS INVESTIGATED DURING 1909-1910.

Reference to Record.	Date Reported.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident.
No.	1909.	1909.					
974 4633	May 21	May 5	Canadian Northern.....	Mileage 82, Rossburn Section	....	5	Derailment—Cause unknown. The van and car next van derailed.
991 4671	June 8	June 2	Grand Trunk.	Phelpston (¼ mile north of)..	....	3	Derailment—Brake gearing becoming loose, car No. 308615, box car, and baggage mail and smoker derailed.
1002	June 10	June 7	Canadian Pacific	Waskaso, Alta. (¼ mile south)	....	3	Derailment—Broken journal box on the tender of engine No. 472.
1026 4775	June 26	June 19	Great Northern.........	New Westminster, B.C......	2	....	Derailment—The switch points were not properly closed and locked for the Great Northern track. The signals were not at 'proceed' for the train.
1030	July 17	July 9	Canadian Pacific........	Griffith, B.C. (1¼ mile east of)	2	....	Derailment—Caused by high speed.
1033 4868	July 10	July 7	Canadian Pacific.... ...	Innisfail (1½ mile north of)...	....	4	Derailment—Caused by defective track.
1054 4876	Aug. 18	July 12	Canadian Pacific........	Caledon, Ont...............	...	4	Derailment—Some part of the truck or brake gearing falling under the wheels.
1109 5155	Oct. 8	Sept. 9	Grand Trunk...... ..	St. Mary's, Ont...........	....	....	Derailment—Sharp flange on the leading driving wheels.
1144 5296	Nov. 10	Oct. 19	Canadian Pacific........	North Bay, Ont.......	....	3	Derailment—Misplaced main line switch. Three cars were derailed.

1143 5294	Nov. 10	Oct. 16	Canadian Pacific........	M.P. 74, near Turnbull, Ont.	....	26	Derailment—Cattle being driven along the track, one was struck by engine, thrown against embankment and rolled underneath baggage car, derailing box, baggage, colonist, sleeper and first class coach.
1168 5444	Dec. 10	Nov. 27	Canadian Northern	M. 129, Saskatoon section.	1	....	Derailment—Broken rail caused by high speed.
1181 5508	„ 21	Dec. 11	Canadian Northern	Winnipeg..................	....	1	Derailment—Unknown ; engine left track while coming out of siding.
1182 5485	„ 21	„ 8	Canadian Northern	Ten poles east of M. 16, Neepawa section.	....	1	Derailment—Broken flange on the leading wheels of the leading truck of the snow plough.
1183 5432	„ 21	Nov. 28	Great Northern.........	Sapperton, B.C., near.......	22	17	Derailment—Blocking up of the Kilby creek culvert, the backing up of the water and washing out of the dump or fill over the culvert.
1200 5595	1910. Jan. 22	Jan. 2	Canadian Pacific.... ...	Near Blandford, Ont., mile post 77, London section.	....	2	Derailment—Unknown. Probably due to tyre becoming loose on the leading wheel of tender of engine.
1216	Feb. 7	„ 20	Toronto, Hamilton and Buffalo.	Hamilton, Ont..............	1	1	Derailment—Running a three-wheeled coupled switch engine at too high a rate of speed and not having the air brakes coupled.
1218 5599	Jan. 22	„ 5	Canadian Pacific........	Ayr, Ont., near mileage 69¼, London section.	....	6	Derailment—Caused by some of the brake gearing of the tender giving way and dropping under tender wheels.

List of Inspections of Highway Crossings, April 1, 1909, to March 31, 1910.

Reference to Record No.	Date.	Crossings,
	1909.	
9437 Case. 4868	Apr. 10 .	Inspection of level crossing in the village of Jarvis, Ont., G.T.R.
9437	Nov. 16..	Inspection of crossing near west mile board Shephard, C.P.R.
9437	" 16..	Inspection of crossing near west mile board Langdon, C.P.R.
9437	" 16..	Inspection of crossing near mile post 157, C.P.R.
9437	" 16..	Inspection of crossing near mile post 156, C.P.R.
9437	" 16..	Inspection of crossing near mile post 155, C.P.R.
9437	" 16..	Inspection of crossing near mile post 154, C.P.R.
9437	" 16 .	Inspection of crossing near mile post 146, C.P.R.
9437	" 16..	Inspection of crossing near mile post 147, C.P.R.
9437	" 16..	Inspection of crossing east switch Strathmore, C.P.R.
9437	" 16 .	Inspection of crossing near west switch Namaka, C.P.R.
9437	" 16.	Inspection of crossing near west switch, Bassano, C.P.R.
9437	July 21..	Inspection of crossing just ¼ mile west of Havelock station, C.P.R.
9437	" 21..	Inspection of three bad crossings between 3 and 4 miles west Havelock station, C.P.R.
9437	" 21..	Inspection of three crossings ⅛ mile east of Norwood station, C.P.R.
9437	" 21..	Inspection of crossing mile post 9·6, C.P.R.
9437	" 21..	Inspection of crossing mile post 12, C.P.R.
9437	" 21..	Inspection of crossing mile post 15·4, C.P.R.
9437	" 21..	Inspection of crossing mile post 14, C.P.R.
9437	" 21..	Inspection of crossing mile post 16¼, C.P.R.
9437	" 21..	Inspection of crossing mile post 18, C.P.R.
9437	" 21..	Inspection of crossing mile post 20, C.P.R.
9437	" 21..	Inspection of crossing mile post 24 (just east of), C.P.R.
9437	" 21..	Inspection of four crossings just west of Peterboro station, C.P.R.
9437	" 21..	Inspection of crossing mile post 27, C.P.R.
9437	" 21..	Inspection of crossing mile post 39·4, C.P.R.
9437	" 21..	Inspection of crossing mile post 40½, C.P.R.
9437	" 21..	Inspection of crossing just east of Pontypool station, C.P.R.
9437	" 21..	Inspection of crossing just west of Manver station, C.P.R.
9437	" 21..	Inspection of crossing west of mile post 52, C.P.R.
9437	" 21..	Inspection of crossing mile post 52½, C.P.R.
9437	" 21..	Inspection of crossing mile post 56½, C P.R.

List of Inspections of Highway Crossings, April 1, 1909, to March 31, 1910—*Con.*

Reference to Record No.	Date.	Crossings.
	1909.	
9437	July 21..	Inspection of crossing mile post 59, C.P.R.
9437	" 21..	Inspection of crossing mile post 59¼, C.P.R.
9437	" 21..	Inspection of crossing mile post 61, C.P.R.
9437	" 21..	Inspection of crossing mile post 62¼, C.P.R.
9437	" 21..	Inspection of crossing mile post 65¼, C.P.R.
9437	" 21..	Inspection of crossing mile post 67¾, C.P.R.
9437	" 21..	Inspection of crossing mile post 69, C.P.R.
9437	" 21..	Inspection of crossing mile post 70, C.P.R.
9437	" 21..	Inspection of crossing mile post 71, C.P.R.
9437	" 21..	Inspection of crossing just west of Claremont Station, C.P.R.
9437	" 21..	Inspection of crossing east of mile post 76, C.P.R.
9437	" 21..	Inspection of crossing mile post 81, C.P.R.
9437	" 21..	Inspection of crossing within one mile of Sherring Station, east of mile post 85·8, C.P.R.
9437	" 21..	Inspection of crossing mile post 86¾, C.P.R.
9437	" 21..	Inspection of crossing mile post 89½, C.P.R.
9437	" 21..	Inspection of crossing mile post 90, C.P.R.
9437	" 21..	Inspection of crossing Wexford Station, C.P.R.
9437	" 21..	Inspection of crossing ¼ mile east of Myrtle Station.
9437	" 21..	Inspection of crossings (2) west of Myrtle Station, C.P.R.
9437	April 15..	Inspection of crossing just east of Cobourg Station, G.T.R.
9437	" 15..	Inspection of two bad crossings just west of station, G.T.R.
9437	" 15..	Inspection of crossing at Oshawa Junction, G.T.R.
9437.20	Feb. 11..	Inspection of crossings (4) in Berlin on the Grand Trunk Railway (1) Aheard Street.
9437 29	" 11..	Inspection of crossing at Webber Street on the G.T.R. in Town of Berlin.
9437.20	" 11..	Inspection of crossing at Edward Street on the G.T.R. in Town of Berlin.
9437.20	" 11..	Inspection of crossing at Waterloo Street on G.T.R. in Town of Berlin.
9437.24	May 6..	Inspection of crossing at Charing Cross, on Michigan Central Railway.
9437.25	" 12..	Inspection of crossing at Centre street, Chatham, Ont., on the C.P.R.
9437.25	" 12..	Inspection of crossing at Wellington street, Chatham, Ont., on the C.P.R.
9437.27	" 12..	Inspection of crossing at Park street, Chatham, G.T.R.
9437.28	" 6..	Inspection of crossing at Columbia ave., B.C., C.P.R.
9437.32	" 16..	Inspection of first crossing east of station at Vankleek Hill, Ont., C.P.R.

LIST OF INSPECTIONS of Highway Crossings, April 1, 1909, to March 31, 1910—*Con.*

Reference to Record Number.	Date.	Crossings.
	1909.	
9437.36	May 18..	Inspection of crossing at Place St. Henri and St. Ferdinand street, St. Henri, G.T.R.
9437.47	Mar. 29..	Inspection of crossing just east of diamond where G.T.R. and C.P.R. cross near mile post 222, in Toronto, Ont.
9437.48	" 29..	Inspection of crossing just east of Downsview Station, G.T.R.
9437.49	" 29..	Inspection of crossing just at east end of Concord Station, G.T.R.
9437.50	" 29..	Inspection of crossing just east of Maple Station, G.T.R.
9437.51	" 29..	Inspection of crossing at mile post 208, G.T.R.
9437.53	" 29..	Inspection of crossings (2) south of Holland Landing, G.T.R.
9437.54	" 29..	Inspection of crossing at mile post 188, G.TR.
9437.55	" 29..	Inspection of crossing at mile post 177, G.T.R. (south of Gilford Station).
9437.56	" 29..	Inspection of crossing at mile post 171, G.T.R.
9437.57	" 29..	Inspection of crossing south of Bradford Station, mile post 40, G.T.R.
9437.58	" 29..	Inspection of crossing near mile post 39, G.T.R.
9437.59	" 29..	Inspection of crossing near or north of Newmarket Station, Ont., G.T.R.
9437·61	July 6..	Inspection of crossing just west of Norval Station, G.T.R.
9437.62	" 7..	Inspection of crossing at the intersection of town line between York and Scarboro, Ont., G.T.R.
9437.72	Feb. 28..	Inspection of crossing at Queen street, mileage 20, 12 Tp. Toronto. village of Streetsville, C.P.R.
9437.73	Aug. 26..	Inspection of crossing at Durham, Ont., C.P.R.
9437.74	" 26..	Inspection of four highway crossings in vicinity of Durham, Ont., C.P.R.
9437.78	" 28..	Inspection of crossing two miles east of Methven, Man., C.P.R.
9437.80	Sept. 21..	Inspection of Dennison avenue crossing at Weston, near Toronto, on C.P.R.
9437.81	" 10..	Inspection of crossing just west of Jockey Club race track, Hamilton, Ont., G.T.R.
9437.85	" 27..	Inspection of crossing at Norfolk Road, Simcoe, Ont.
9437.86	" 27..	Inspection of crossing at John street, Weston, Ont., C.P.R.
9437.91	" 27..	Inspection of crossing at Church street, Weston, Ont., C.P.R.
9447.88	Oct. 8..	Inspection of crossing in village of Colbourne (Welland street).
9437.89	Sept. 6..	Inspection of crossing (West crossing) Grenfell, Sask., C.P.R.
9437.90	" 27..	Inspection of crossing at King street, Weston, Ont., C.P.R.
9437.93	" 23..	Inspection of crossing at John street, three-quarter mile south of Simcoe station, G.T.R.
9437.94	Oct. 8..	Inspection of Wallace avenue, crossing West Toronto, G.T.R.
9437.101	Nov. 16...	Inspection of crossing at McCarthy Ave., leading to Cyrville, County Carleton, on old St. Lawrence & Ottawa Railway.
9437.102	" 25..	Inspection of crossing at Woodbine Ave., between Toronto and Little York, G.T.R.
9437.103	" 25..	Inspection of crossing at Main Street, Mileage post 102, Blind River, Ont. C.P.R.

LIST OF INSPECTIONS of Highway Crossings, April 1, 1909, to March 31, 1910—*Con.*

Reference to Record Number.	Date.	Crossings.
	1909.	
9437.126	Dec. 1....	Inspection of crossing at Charlotte Street, Peterboro, Ont. Peterboro Radial Railway Company and G.T.R. Co.
	1910.	
9437.136	Jan. 12..	Inspection of crossing west of Buxton Station on M.C.R.
9437.137	" 12..	Inspection of crossing immediately east of Charing Croos, M.C.R.
9437.138	" 12 .	Inspection of crossing four miles west of Ridgetown, M.C.R.
9437.139	" 12..	Inspection of crossing one mile east of Taylor, M.C.R.
9437.140	" 12..	Inspection of crossing, 2nd east of West Lorne Station, M.C.R.
9437.141	" 12..	Inspection of crossing just west of Dufferin Station, M.C.R.
9437.142	" 12..	Inspection of crossing east of Attercliffe Station, known as Diltz Road, M.C.R.
9437.144	" 12..	Inspection of crossing at Todmorden, mileage 4½ miles north of Toronto, C.N.R.
9437.145	" 4..	Inspection of crossing just west of Northwood, Ont., on G.T.R.
9437.148	Feb. 28..	Inspection of crossing at mileage 9.2. Tp Lobo, between Concessions 2 and 3 C.P.R.
9437.149	Jan. 4..	Inspections of crossing at Royce Ave., City of West Toronto, Ont., C.P.R.
9437.150	" 4..	Inspection of Queen St. Crossing, Brampton, Ont. G.T.R.
	1909.	
9437.52	Mar. 29..	Inspection of crossing ¼ mile south mile post 190, G.T.R.
	1910.	
9437.156	Jan. 7..	Inspection of crossing Gore Street, Fort William, Ont. C.N.R.
9437.168	" 22..	Inspection of crossing at Indian Road near Sunnyside, West Toronto, G.T.R.
9437.180	Feb. 21..	Inspection of crossing west of Longwood Station, G.T.R.
9437.181	Feb. 21..	Inspection of crossing west of Kingcourt Junction, G.T.R.
9437.182	" 21..	Inspection of crossing at Main Street, Mount Brydges, G.T.R.
9437.187	" 21..	Inspection of crossing at Chateaugay on New York Central & Hudson River Ry.
9437.187	" 21..	Inspection of crossing at Huntingdon on New York Central & Hudson River Ry.
9437.187	" 21..	Inspection of crossing at Beauharnois on New York Central & Hudson River Ry.
9437.202	" 28..	Inspection of crossing at Park Street, Brockville, G.T.R.
9437.211	Mar. 4..	Inspection of crossing Base Line near Whitby Junction, G.T.R.
9437.212	Feb. 28..	Inspection of crossing Concession road "D" near Scarboro Jct., G.T.R.
9437.213	" 28..	Inspection of crossing 2 miles west of Mallorytown, Ont., G.T.R.
9437.215	" 28.	Inspection of crossing east of York Station, G.T.R.
9437.220	Mar. 8..	Inspection of crossing mileage 16.2, known as Boulding's crossing, between Lots 9 and 10 Tp. Luther, County Wellington, C.P.R.
9437.221	" 8..	Inspection of crossing at mileage 20·2, Elora branch, C.P.R., Tp. Garafraxa, County of Wellington.
9437.223	" 8..	Inspection of crossing, mileage 30·7, Orangeville branch, C.P.R., Tp. of Caledon, County of Peel.
9437.225	" 8..	Inspection of crossing, mileage 21 2, Owen Sound branch, Townships of Eas Garafraxa and Caledon, and between Counties Dufferin and Peel, C.P.R.

LIST OF INSPECTIONS of Highway Crossings, April 1, 1909, to March 31, 1910—*Con.*

Reference to Record Number.	Date.	Crossing.
	1910.	
9437.226	Feb. 28..	Inspection of crossing at mileage 32·36, London section, County of Halton, Tp. Trafalgar, C.P.R.
9437.230	" 28..	Inspection of crossing at mileage 43·71, London section, County of Wellington, Tp. Puslinch, between concessions 8 and 9, C.P.R.
9437.231	" 28..	Inspection of crossing at mileage 9·24, Wonham street, Ingersoll, Ont., C.P.R.
9437.232	" 28..	Inspection of crossing, mileage 40·61, Windsor section, Co. Lambton, Tp. Euphemia, between concessions 8 and 9, C.P.R.
9437.233	" 28..	Inspection of crossing at mileage 86·48, London section, Co. Oxford, Tp. North Oxford, between lots 19 and 20, concession 4, C.P.R.
9437.234	" 28..	Inspection of crossing at mileage 82·6, G. and G. branch, C.P.R.
9437.236	" 28..	Inspection of crossing at mileage 20·67, Thomas street, Village of Streetsville, C.P.R.
9437.237	" 28..	Inspection of crossing at mileage 106·28, Windsor section, Co. Essex, Tp. Sandwich, between concessions 2 and 3, C.P.R.
9437.252	" 28..	Inspection of crossing at Josephine street, in Town of Wingham, C.P.R.
9437.253	Mar. 9..	Inspection of crossing on G.T,R., 3 miles east of Shakespeare, known as Isler's crossing.
9437.258	" 8..	Inspection of crossing, mileage 11·2, Perth, Ont., C.P.R.
9437.260	" 8 .	Inspection of crossing at St. Paul street, Lindsay, Ont., C.P.R.
9437.261	" 8..	Inspection of crossing at mileage 94·85, Havelock section, C.P.R.
9437.262	" 2..	Inspection of crossing, mileage 0·4, Ontario division, Toronto section, C.P.R.
9437.263	" 8 .	Inspection of crossing, mile post 54·4, Burketon Jct., C.P.R.
9437.264	" 8..	Inspection of crossing, Roger street, Peterboro', C.P.R.
9437.266	" 8..	Inspection of crossing, Park street, Peterboro', C.P.R.
9437.267	" 8..	Inspection of crossing, Chamberland street, Peterboro', C.P.R.
9437.270	" 8..	Inspection of crossing, Maria street, mileage 23·8, Peterboro', Ont., C.P.R.
9437.270	" 8..	Inspection of crossing, Mark street, Peterboro', C.P.R.
9437.271	" 8..	Inspection of crossing, Donlands Station, mileage 93·65. Toronto section, C.P.R.
9437.272	" 8..	Inspection of crossing, mileage 81·28, Toronto section, C.P.R.
9437.273	" 8..	Inspection of crossing at Manvers road, Pontypool, C.P.R.
9437.274	" 8..	Inspection of crossing, 1st west of Norval station, on G.T.R. Town line highway dividing Counties Halton and Peel, and Townships of Esquising and Chinguacousy.
9437.280	" 8..	Inspection of crossing at Colborne ave., Chatham, Ont., C.P.R.
9437.281	" 8..	King street, inspection of crossing, Chatham, Ont., C.P.R.
9437.282	" 8..	Inspection of crossing at William street, Chatham, Ont., C.P.R.
9437.284	" 8..	Inspection of crossing at Raleigh street, Chatham, Ont., C.P.R.
9437.285	" 8..	Inspection of crossing at Claire ave., Chatham, Ont., C.P.R.
9437.286	" 8..	Inspection of crossing at La Croix, Chatham, Ont., C.P.R.
9437.283	" 8..	Inspection of crossing at Wellington Street, Chatham, Ont., C.P.R.
9437.287	" 8.	Inspection of crossing at Centre Street, Chatham, Ont., C.P.R

LIST OF INSPECTIONS of Highway Crossings, April 1, 1909, to March 31, 1910—*Con.*

Reference to Record Number.	Date.	Crossings.
	1910.	
9437.295	Mar. 8.	Inspection of crossing Rink Street, Peterboro, Ont., C.P.R.
9437.296	" 8..	Inspection of crossing Stewart Street, Peterboro, Ont., C.P.R.
9437.299	" 11..	Inspection of crossing Queen Street, Chatham, Ont., C.P.R.
9437.304	" 11..	Inspection of crossing mileage 117, third crossing west of West Shefford Station in County of Shefford, C.P.R.
9437.306	" 15..	Inspection of crossing, Laggan Road, G.T.R., in village of Alexandria.
9437.32	....	Inspection of first public crossing east of Vankleek Hill, C.P.R.
9437.80	....	Inspection of Dennison Ave., crossing York Twp., Ont., C.P.R.
9437.155	Jan. 19..	Inspection of crossing at Elizabeth Street, Toronto, Ont., C.P.R.
9437.158	" 21..	Inspection of highway crossing at Scarboro Junction, G.T.R.
9437.174	" 25..	Inspection of crossing known as Port Flamboro Road, crossing G.T.R. just east of station at Waterdown.
9437.175	Feb. 11..	Inspection of highway crossing at Valleyfield, Que., known as Le Grande Ile., G.T.R.
9437.178	" 15..	Inspection highway crossing at Oakville and Port Credit, Ont., G.T.R.
9437.188	" 22..	Inspection of highway crossing at Chateauguay, on New York Central and Hudson River Railway.
9437.189	" 22..	Inspection highway crossing at Huntingdon, Que., on New York Central & Hudson River Railway, Que.
9437.191	Mar. 4..	Inspection highway crossing just east of Breslau station, Ont., G.T.R.
9437.192	" 3..	Inspection highway crossing west of station at Rockwood, Ont., G.T.R.
9437.194	Feb. 28..	Inspection 1st public crossing west of the Grand Trunk station at River Beaudette, G.T.R.
9437.196	" 28..	Inspection 1st highway crossing west of Mille Roches, G.T.R.
9437.197	" 28..	Inspection 2nd highway crossing west of Iroquois, G.T.R.
9437.199	" 28..	Inspection 1st level crossing east of Ernestown, G.T.R.
9437.200	" 28..	Inspection Kennedy road crossing, $\frac{3}{4}$ mile west of Scarboro Junction, G.T.R.
9437.201	Mar. 8..	Inspection crossing, mileage 27·5 Teeswater branch, road allowance between lots 16 and 17, Township of Arthur, Cty. Wellington.
9437.222	" 4..	Inspection 1st crossing east of Mallorytown, Ont., G.T.R.
9437.224	Feb. 26..	Inspection York Road crossing, Guelph & Goderich Branch mileage 13 7, C.P.R.
9437.227	" 28.	Inspection Ingersoll Ave., Mileage 87·9, City of Woodstock, C.P.R.
9437.228	" 28..	Inspection crossing at Dundas Street mileage 88·5, City of Woodstock, Ont., C.P.R.
9437.236	" 28..	Inspection Thomas Street, mileage, 20·67, Village of Streetville, Ont., C.P.R.
9437.254	Mar. 9..	Inspection side road highway crossing, 1$\frac{3}{4}$ miles east of Shakespeare, County Perth, G.T.R.
9437.255	" 9..	Inspection 1st highway crossing west of Mosborough Station, G.T.R.
9437 256	" 8..	Inspection road crossing mileage 11·05 continuation of Craig Street, Perth, Ont., C.P.R.
9437.257	" 8..	Inspection Irwin street, Perth, Ont., C.P.R.
9437.259	" 8..	Inspection concession road Township of Ops, Lindsay Branch, north of Lindsay, C.P.R.
9437.265	" 8..	Inspection Aylmer street crossing, Peterboro on line C.P.R

LIST OF INSPECTIONS of Highway Crossings, April 1, 1909, to March 31, 1910—*Con.*

Reference to Record Number.	Date.	Crossings.
	1910.	
9437.268	Mar. 18..	Inspection of crossing mileage 70, Toronto section, C.P.R.
9437.269	" 8..	Inspection 1st public crossing immediately east of Mountain Grove station, County Frontenac, Township Olden, C.P.R.
9437.288	Feb. 28..	Inspection crossing at Adelaide street, mileage 113·72, City of London, Ont., C.P.R.
9437.289	" 28..	Inspection crossing at William street, London, Ont., C.P.R.
9437.290	" 28..	Inspection crossing at Maitland street, London, Ont., C.P.R.
9437.291	" 28	Inspection crossing at Colborne street, London, Ont., C.P.R.
9437.292	" 28..	Inspection crossing at Waterloo street, London, Ont., C.P.R.
9437.293	" 28..	Inspection crossing at George street, London, Ont., C.P.R.
9437.297	Mar. 8..	Inspection crossing at Romaine street, City of Peterboro, Ont., C.P.R.
9437.298	" 8..	Inspection crossing at Monaghan road, Peterboro, Ont., C.P.R.
9437.307	" 15..	Inspection highway crossing 1st south of St. Remi station, G.T.R.
9437.308	" 15..	Inspection crossing first highway north on G.T.R. at Lacadie, County of St. Johns.
9437.309	" 15..	Inspection first crossing north of Laprairie station, G.T.R., County of Laprairie.
9437.310	" 15..	Inspection first highway crossing south of G. T. station, St. Lambert, County of Chambly, P.Q., G.T.R.
9437.311	" 15..	Inspection Division street, Cobourg, Ont., G.T.R.
9437.313	" 15..	Inspection highway crossing at mileage 20·6, Newport section C.P.R., about one mile west of Sutton Village.
9437.314	" 15..	Inspection crossing on C.P.R. at mileage 18·8, Newport section, Sutton Township.
9437.316	" 17..	Inspection of public road crossing, mileage 66·1 (Markdale, Ont.) Tp. Glenelg, Cty. Grey, C.P.R.
9437.317	" 17..	Inspection crossing at mileage 88·6 between lots 12 and 13, concession 12, Township of Sydenham, County of Grey, C.P.R.
9437.318	" 17..	Inspection crossing mileage 7·8 side road between lots 20 and 21, concession 5, Township of York, County York, C.P.R.
9437.321	" 18..	Inspection crossing of Bond street, on line of the C.P.R., in Town of Galt.
9437.322	" 16..	Inspection crossing of Town line between Township of Proton and Artemesia, County of Grey, C.P.R.
9437.323	" 3..	Inspection of crossing, 1st public highway east of station, G.T.R.
9437.324	" 3..	Inspection of crossing at Beaconsfield, 1st crossing east of station, G.T.R.
9437.325	" 3..	Inspection crossing 1st highway east of station, at River Beaudette, Que., G.T.R.
9437.326	" 3..	Inspection public crossing about one mile west of Lancaster station, Cty. Glengary, G.T.R.
9437.327	" 3..	Inspection crossing, 1st east of station at Lansdowne, G.T.R.
9437.320	" 18..	Inspection Dundas and Waterloo road, Ontario Division C.P.R., Town of Galt, Ont.
9437.312	" 15..	Inspection of D'Arcy street crossing, Cobourg, Ont., G.T.R.
9437.328	" 3..	Inspection crossing two miles west of Ernestown Station, G.T.R.
9437.329	" 3..	Inspection crossing town line one mile east of Trenton, Ont., G.T.R.
9437.330	" 3..	Inspection of Kingston road crossing about 3½ miles west of Trenton, Ont., G.T.R.
9437.331	" 3..	Inspection crossing three miles east of Brighton, Ont., G.T.R.

List of Inspections of Highway Crossings, April 1, 1909, to March 31, 1910—*Con.*

Reference to Record Number.	Date.	Crossings.
	1910.	
9437.332	Mar. 3..	Inspection crossing two miles east of Cobourg, Kingston road, G.T.R.
9437.333	″ 3..	Inspection of crossing Wharf road, Bowmanville, Ont., G.T.R.
9437.334	″ 3..	Inspection of crossing, Shipman road, one mile east of Oshawa, Ont., G.T.R.
9437.335	″ 3..	Inspection crossing known as No. 4 side road, Tp. Mosa, about two miles west of Glencoe on the G.T.R.
9437.336	....	Inspection highway crossing at mileage 21·5, Prescott branch, C.P.R., Tp. Osgoode, Cty. Carleton.
9437.337	....	Inspection crossing on 7 C.P.R. at mileage 37·3 District No. 4, between Townships of Edwardsburg and Oxford, Cty. Grenville.
9437.338	....	Inspection of highway crossing, eight telegraph poles north of mileage 2, Maniwaki branch C.P.R., Township Hull, Cty. Wright.
9437.339	....	Inspection of first crossing west of Leonard, Montreal and Ottawa section, C.P.R.
9437.340	....	Inspection of highway crossing, mileage 6·38, C.P.R., Tp. Nepean.
9437.341	....	Inspection highway crossing C.P.R. at mileage 5·17, District No. 4, Cty. Halton, Tp. Nepean.
9437.346	Mar. 23..	Inspection Laframboise street crossing in town of St. Hyacinthe, Que., G.T.R.
9437.347	″ 23..	Inspection crossing Grand Ligne, 1st north of the station, Village of Ligne, Cty. St. Johns, Que., G.T.R.
9437.349	″ 23..	Inspection of crossing 1½ miles south of Lacolle Junction, Parish of Lacolle, Cty. St. Johns, Que., G.T.R.
9437.350	″ 23..	Inspection crossing first east of St. Madelne Station, Cty. St. Hyacinthe, Que., G.T.R.
9437.351	″ 23..	Inspection crossing west of Stanford Station, Parish of Stanford, Que., on G.T.R.
9437.352	″ 23..	Inspection crossing (Centre Town crossing), Village of Stanford, Cty. Arthabaska, Que., G.T.R.
9437.357	″ 23..	Inspection crossing first west of G.T.R. station St. Rosalie Junction, Que., G.T.R.
9437.359	″ 23..	Inspection crossing (Gun Club) 1¼ miles west of Sherbrooke, Que., G.T.R.
9437.360	″ 23..	Inspection crossing first west of Bramptonville station, Que., G.T.R.
9437.361	″ 23..	Inspection crossing east end of Windsor Mills Station, village of Windsor Mills, Que., G.T.R.
9437.364	″ 23..	Inspection 2nd crossing east of Upton station, road known as "20 eme Rang D'Upton," Cty. Bagot, Que., G.T.R.
9437.365	″ 22..	Inspection crossing at Mill street, near Berkely Street diamond, City of Toronto, C.P.R..
9437.366	″ 29..	Inspection crossing at four miles south of Elora, Ont., G.T.R.
9437.372	″ 22..	Inspection of crossing at Yonge street, south of depot at Harriston, Ont., G.T.R.
9437.373	....	Inspection crossing, 1st public crossing, ½ mile south of Wingham Junction, County Huron, G.T.R.
9437.374	....	Inspection Josephine street crossing, just north of station at Wingham, Ont., on G.T.R.
9437.375	....	Inspection 1st public crossing south of depot at Henfryn, Tp. of Grey, Cty. Huron, on G.T.R.
9437.376	....	Inspection of Saugeen public road crossing two miles south of Kincardine, Cty. Bruce, G.T.R.
9437.377	....	Inspection Hunter's Crossing, Town of Galt, G.T.R.
9437.378	....	Inspection public crossing 5 miles west of town line of Bright, Township o East Zorra, County Huron, G.T.R.
9437.379	....	Inspection St. Johns Crossing, 2 miles East of Clinton, Co. Huron, G.T.R.
9437.380	....	Inspection road crossing 1½ miles south of Dunkeld, Co. Brant, G.T.R.

LIST OF INSPECTIONS of Highway Crossings, April 1, 1909, to March 31, 1910—*Con.*

Reference to Record Number.	Date.	Crossing.
	1910.	
9437.381	....	Inspection Pacific Avenue crossing ¼ mile west of Mile End Station, Town of St. Louis, now annexed to City of Montreal, County Maissonneuve, C.P.R.
9437.382	....	Inspection Groh public crossing 1¼ miles south of Hespeler, County Waterloo, G.T.R.
9437.383	....	Inspection crossing 2 miles west of Clinton, County Huron, G.T.R.
9437.384	....	Inspection Waterloo road crossing, 3½ miles north of Hespeler, Township Guelph, County Wellington, G.T.R.
9437.385	....	Inspection crossing ½ mile south Paisley, County Bruce, G.T.R.
9437.387	....	Inspection 1st public road crossing north of depot at Fultons, Township Minto, G.T.R.
9437.388	....	Inspection 1st public crossing south of station at Drew, Tp. Minto, G.T.R.
9437.389	....	Inspection St. George street crossing south of Fergus street, G.T.R.
9437.390	....	Inspection public crossing 1½ miles north of Mildmay, G.T.R.
9437.391	....	Inspection Berkley street crossing, G.T.R., at Galt, Ont.
9437.392	....	Inspection second highway crossing west of Brook, C.P.R., between lots 18 and 19, concession 6 and 7, County Russell.
9437.397	....	Inspection of first highway crossing south of Hawkesbury, County Prescott, G.T.R.
9437.396	....	Inspection 2nd public crossing west of Moose Creek Station, Co. Glengarry, Tp. Roxboro', G.T.R.
9437.398	....	Inspection of highway crossing (2nd) 1½ miles south of Hawkesbury branch, Co. Prescott, G.T.R.
9437.400	....	Inspection Thomas street crossing, Arnprior, Ont., G.T.R.
9437.401	....	Inspection Fergusons crossing 2 miles east of Adamston, G.T.R.
9437.402	....	Inspection Murray street crossing, Pembroke, G.T.R.
9437.403	....	Inspection John street crossing, Almonte, Ont., C.P.R.
9437.404	....	Inspection Peter street crossing, on line of C.P.R., Co. Renfrew.
9437.405	....	Inspection 1st public crossing west of Stittsville, C.P.R.
9437.406	....	Inspection of Franklin Road Crossing, Carleton Place, Ont., C.P.R.
9437.407	....	Inspection John street crossing, Arnprior, Ont., Chalk River Section, C.P.R.
9437.408	....	Inspection Daniel street crossing, Arnprior, Ont., C.P.R.
File 4637. . Case 1341. . .	....	Inspection public crossing south of Chesley, County of Bruce, G.T.R.

APPENDIX G.

STAFF OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA FOR YEAR ENDING MARCH 31, 1909.

TRAFFIC DEPARTMENT.

Name.	Occupation.	Appointment.	Amount.
			$
James Hardwell	Traffic expert	June 22, 1904	4,300 00
G. A. Brown	Chief clerk	Oct. 3, 1904	2,000 00
C. F. McManus	Clerk	Sept. 1, 1904	1,200 00
C. C. Routhier	"	Aug. 14, 1906	1,100 00
H. W. Messinger	"	July 8, 1904	1,000 00
J. S. Allen	"	May 6, 1907	1,000 00
G. T. Riddell	"	" 1, 1905	1,000 00
F. Lalonde	"	" 6, 1907	1,000 00
J. R. Usher	"	" 6, 1907	850 00
W. G. R. Wainwright	"	Apr. 27, 1909	800 00
C. Chapman	"	" 11, 1907	700 00

ENGINEERING DEPARTMENT.

G. A. Mountain	Engineer	June 30, 1904	4,800 00
T. L. Simmons	Assistant engineer	Oct. 3, 1904	2,600 00
H. A. K. Drury	" "	June 25, 1906	2,600 00
*N. Cauchon	" "	July 1, 1908	2,500 00
John Murphy	Electrical	May 15, 1906	1,600 00
J. R. Foulds	Clerk	Oct. 14, 1906	800 00
E. M. Cameron, Miss	Stenographer	July 20, 1904	750 00

RECORD DEPARTMENT.

E. W. McNeill	Record officer	Feb. 8, 1909	1,500 00
J. W. Thomson	Clerk	Sept. 1, 1904	1,200 00
C. S. Huband	"	May 1, 1905	1,000 00
W. A. Jamieson	"	Aug. 14, 1906	850 00
J. E. Martin	"	May 6, 1907	800 00
T. G. Britton	"	" 6, 1907	800 00
D. I. Langelier	"	July 20, 1904	800 00
F. R. Demers	"	Aug. 14, 1905	800 00

SECRETARY'S DEPARTMENT.

E. A. Primeau	Assistant secretary	May 7, 1904	2,500 00
A. E. Ecclestone	Chief clerk	Aug. 14, 1906	1,300 00
A. Lapointe	Chief clerk and acct	May 6, 1907	900 00
J. B. Arbick	Clerk	Dec. 23, 1904	800 00
G. F. Perley	Clerk and stenographer	Jan. 2, 1908	800 00
A. Larocque	" "	Dec. 31, 1908	800 00
T. H. Casey	" "	Aug. 10, 1909	650 00
B. Chevrier, Miss	Stenographer	July 20, 1904	900 00
E. A. H. Barber	"	May 8, 1907	650 00
I. M. Vogan	"	Dec. 22, 1909	600 00

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* Resigned March 31, 1910.

OPERATING DEPARTMENT.

Name.	Occupation.	Appointment.	Amount.
			$ cts.
A. J. Nixon	Chief operating officer	Oct. 1, 1909	3,600 00
E. C. Lalonde	Inspector	July 20, 1904	2,200 00
Jas. Ogilvie	"	May 4, 1907	2,200 00
M. J. McCaul	"	May 6, 1907	2,100 00
W. S. Blyth	"	" 6, 1907	2,100 00
A. F. Dillinger	Asst. chief operating officer.	April 6, 1907	1,900 00
Jas. Clarke	Inspector	May 6, 1907	1,800 00
J. H. Shinnick	"	Dec. 31, 1909	1.200 00
N. F. O'Connor	Clerk and stenographer	Dec. 22, 1909	700 00
G. M. O'Connor	Stenographer	Dec. 31, 1908	550 00

LAW DEPARTMENT.

A. G. Blair	Law clerk	July 20, 1904	2,600 00
R. Larose (Miss)	Stenographer and librarian	May 1, 1905	800 00

PRIVATE SECRETARY TO CHIEF COMMISSIONER.

R. Richardson		May 1, 1905	2,000 00

STENOGRAPHERS.

L. J. Lewis (Miss).		May 7, 1904	800 00
N. Casey		Dec. 31, 1908	700 00
M. Hache		Dec. 31, 1907	550 00
M. G. Ross		Sept. 11, 1909	600 00

MESSENGERS.

			$ cts.
T. Chandler	Chief messenger and court usher	May 15, 1904	800 00
T. D. Latour	Messenger	Dec. 21, 1907	550 00
E. S. Barbeau	"	Sept. 11, 1909	600 00

CAR 'ACADIA.'

G. Taylor	Cook	From April 1, 1909, to Aug. 21, at $70 per month	350 00
A. Hamerton	Cook	From July 13. 1909, to March 31, 1910, at $75 per month	645 00

CLERKS EMPLOYED TEMPORARILY.

O. O'Regan	Stenographer.	From April 1 to Sept. 4, 1909, at $2 per day	244 00
R. Turcotte (Miss)	"	Aug. 27 to Sept. 2, 1909, at $2 per day	10 00
F. T. Thompson	Clerk	Sept. 27 to Nov. 15, 1909, at $2 per day	88 00
L. Rochon	Stenographer	Oct. 7, 1909, to Jan. 25, 1910, at per day	154 00
Stephen Wallace	Porter	Oct. and Nov., at $2 per day	86 00
M. McMillan (Miss)	Stenographer	Feb. 11 to March 31, 1910, at $2 per day	80 00
H. Bliss (Miss)	Copyist	Feb. 12 to March 31, 1910, at $2 per day	78 00
D. H. Chambers	Stenographer	March 14 to 31, 1910, at $2 per day	30 00

APPENDIX H.

RULES AND REGULATIONS, MAY 1, 1909.

Meeting at Ottawa, Monday, the 19th Day of April, A.D. 1909.

The Board, in virtue of the provisions of the Railway Act, hereby makes the following Rules and Regulations:—

PUBLIC SESSIONS.

1. For the hearing of matters, applications or complaints other than those relating to rates and traffic matters, a sittings will be held at the offices of the Board at Ottawa, Ontario, at 10 a.m., on the first Tuesday in every month, and for hearing all matters, applications and complaints relating to rates and traffic matters, a sittings will be held at the place and hour aforesaid on the third Tuesday in every month.

(*a*) In addition to its regular sittings, the Board may appoint special sittings at Ottawa and elsewhere.

INTERPRETATION.

2. In the construction of these rules, and the forms herein referred to words importing the singular number shall include the plural, and words importing the plural number shall include the singular number; and the following terms shall (if not inconsistent with the context or subject) have the respective meanings hereinafter assigned to them; that is to say: 'Application' shall include complaint under this Act; 'Respondent' shall mean the person or company who is called upon to answer to any application or complaint; 'Affidavit' shall include affirmation; and 'Cost' shall include fees, counsel fees and expenses.

APPLICATION OR COMPLAINT.

3. Every proceeding before the Board under this Act shall be commenced by an application made to it, which shall be in writing and signed by the applicant or his solicitor; or in case of a corporate body or company being the applicants shall be signed by their manager, secretary or solicitor. It shall contain a clear and concise statement of the facts, the grounds of application, the section of the Act under which the same is made, and the nature of the order applied for, or the relief or remedy to which the applicant claims to be entitled. It shall be divided into paragraphs, each of which, as nearly as possible, shall be confined to a distinct portion of the subject, and every paragraph shall be numbered consecutively. It shall be endorsed with the names and address of the applicant, or if there be a solicitor acting for him in the matter, with the name and address of such solicitor. The application shall be according to the forms in schedule No. 1.

The application, so written and signed as aforesaid, shall be left with or mailed to the secretary of the Board, together with a copy of any document, or copies, of any maps, plans, profiles and books of reference, as required under the provisions of the Act, (*a*) referred to therein, or which may be useful in explaining or supporting the same. The secretary shall number such applications according to the order in which they are received by him, and make a list thereof. From the said list there shall be

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(*a*) For further particulars of plans, &c., see regulations in Appendix.

made up a docket of cases for hearing which, as well as their order of entry on the docket, shall be settled by the Board. Said docket list when completed to be put upon a notice board provided for that purpose, which shall be open for inspection at the office of the secretary during office hours.

ANSWER.

4. Unless the Board otherwise directs, the respondent or respondents shall mail or deliver to the applicant, or his solicitor, a written statement containing in a clear and concise form their answer to the application, and shall also leave or mail a copy thereof with or to the Secretary of the Board at its office, together with any documents that may be useful in explaining or supporting it. The answer may admit the whole or any part of the facts in the application. It shall be divided into paragraphs, which shall be numbered consecutively, and it shall be signed by the person making the same, or his solicitor. It shall be endorsed with the name and address of the respondents, or if there be a solicitor acting for them in the matter, with the name and address of such solicitor.

(*a*) The time limit for filing and delivery of answer shall be as follows: Where the subject matter of the complaint arises east of Port Arthur, Ont.; fifteen days; between Port Arthur and the western boundary of the province of Saskatchewan, twenty days; and west thereof, thirty days.

REPLY.

5. Within four days from the delivery of the answer to the application, the applicant shall mail or deliver a reply thereto to the respondents, and a copy thereof to the Secretary of the Board, and may object to the said answer as being insufficient stating the grounds of such objection, or deny the facts stated therein, or may admit the whole or any part of said facts. The reply shall be signed by the applicant or his solicitor, and may be acording to form No. 3 in the said schedule.

The Board may, at any time, require the whole or any part of the application answer or reply, to be verified by affidavit, upon giving a notice to that effect to the party from whom the affidavit is required; and if such notice be not complied with the application, answer or reply may be set aside, or such part of it as is not verified according to the notice may be struck out.

SUSPENSION OF PROCEEDINGS.

6. The Board may require further information, or particulars, or documents from the parties, and may suspend all formal proceedings until satisfied in this respect.

If the Board, at any stage of the proceedings, think fit to direct inquiries to be made under any of the provisions of this Act, it shall give notice thereof to the parties interested, and may stay proceedings or any part of the proceedings thereon accordingly.

NOTICE.

7. In all proceedings under this Act, where notice is required, a copy or copies of said proceeding, or proceedings, for the purpose of service, shall be endorsed with notice to the parties in the forms of endorsement set forth in schedules Nos. 1 and 2; and in default of appearance the Board may hear and determine the application *ex parte*.

Endorsements shall be signed in accordance with the provisions of Section 41.

The Board may enlarge or abridge the periods for putting in the answer or reply, and for hearing the application, and in that case the period shall be endorsed in the notice accordingly.

Except in any case where it is otherwise provided, ten days' notice of any application to the Board, or of any hearing by the Board, shall be sufficient; unless, in any case, the Board directs longer notice. The Board may, in any case, allow notice for any period less than ten days, which shall be sufficient notice as if given for ten days or longer. (Section 43).

Notice may be given or served as provided by Section 41 of the Act.

When the Board is authorized to hear an application or make an order, upon notice to the parties interested, it may, upon the ground of urgency, or for other reason appearing to the Board to be sufficient notwithstanding any want of or insufficiency in such notice, make the like order or decision in the matter as if due notice had been given to all parties; and such order or decision shall be as valid and take effect in all respects as if made on due notice; but any person entitled to notice, and not sufficiently notified may, at any time within ten days after becoming aware of such order or decision, or within such further time as the Board may allow, apply to the Board to vary, amend, or rescind such order or decision; and the Board shall thereupon, on such notice to all parties interested as it may in its discretion think desirable, hear such application, and either amend, alter, or rescind such order or decision, or dismiss the application, as may seem to it just and right. (Section 45.)

(*a*) Any party to any matter, application, or complaint pending before the Board may set the same down for hearing at the next monthly sitting of the Board, upon giving at least ten days, or such shorter notice as the Board may order, to all parties interested.

(*b*) When contested matters, applications, or complaints are ready for hearing and are not at once set down by any party interested, the Secretary shall set the same down for the first sittings commencing after the expiration of ten days (or such shorter notice as the Board may order) from the date of such setting down.

(*c*) When a matter, application, or complaint is set down for hearing by the Secretary, he shall give ten days' notice of hearing (or such shorter time as the Board may order) to all parties interested.

CONSENT CASES.

8. In all cases the parties may, by consent in writing with the approval of the Board, dispense with the form of proceedings herein mentioned, or some portion thereof.

POWER TO DIRECT AND SETTLE ISSUES.

9. If it appears to the Board at any time that the statements in the application, or answer, or reply do not sufficiently raise or disclose the issues of fact in dispute between the parties, it may direct them to prepare issues, and such issues shall, if the parties differ, be settled by the Board.

PRELIMINARY QUESTIONS OF LAW.

10. If it appears to the Board at any time that there is a question of law which it would be convenient to have decided before further proceeding with the case, it may direct such question to be raised for its information, either by special case or in such other manner as it may deem expedient, and the Board may, pending such decision, order the whole or any portion of the proceeding before the Board in such matter, to be stayed.

PRELIMINARY MEETING.

11. If it appears to the Board at any time before the hearing of the application that it would be advantageous to hold a preliminary meeting for the purpose of fixing or altering the place of hearing, determining the mode of conducting the inquiry, the admitting of certain facts or the proof of them by affidavit, or for any other purpose, the Board may hold such meeting upon such notice to the parties as it deems sufficient, and may thereupon make such orders as it may deem expedient.

PRELIMINARY EXAMINATION WITH THE PARTIES.

12. The Board may, if it thinks fit, instead of holding the preliminary meeting, provided for in Rule 11, communicate with the parties direct, and may require answers to such inquiries as it may consider necessary.

PRODUCTION AND INSPECTION OF DOCUMENTS.

13. Either party shall be entitled, at any time, before or at hearing of the case, to give notice in writing to the other party in whose application, or answer, or reply reference was made to any document, to produce it for the inspection of the party giving such notice, or his solicitor, and to permit him to take copies thereof; and any party not complying with such notice shall not afterwards be at liberty to put in such documents in evidence on his behalf in said proceedings, unless he satisfy the Board that he had sufficient cause for not complying with such notice.

NOTICE TO PRODUCE.

14. Either party may give to the other a notice in writing to produce such documents as relate to any matter in difference (specifying the said documents), and which are in the possession or control of such other party; and if such notice be not complied with, secondary evidence of the contents of the said documents may be given by or on behalf of the party who gave such notice.

15. Either party may give to the other party a notice in writing to admit any documents, saving all just exceptions, and in case of neglect to admit, after such notice, the cost of proving such documents shall be paid by the party so neglecting or refusing, whatever the result of the application may be; unless, on the hearing, the Board certifies that the refusal to admit was reasonable; and no costs of proving any document shall be allowed, unless such notice be given, except where the omission to give the notice is, in the opinion of the Board, a saving of expense.

WITNESSES.

16. The attendance and examination of witnesses, the production and inspection of documents, shall be enforced in the same manner as is now enforced in a Superior Court of Law; and the proceedings for that purpose shall be in the same form, *mutatis mutandis,* and they shall be sealed by the Secretary of the Board with the seal and may be served in any part of Canada. (Section 26.)

Witnesses shall be entitled, in the discretion of the Board, to be paid the fees and allowances prescribed by schedule No. 4, annexed hereto.

THE HEARING.

17. The witnesses at the hearing shall be examined *viva voce*; but the Board may, at any time, for sufficient reason, order that any particular facts may be proved by affidavit, or that the affidavit of any witnesses may be read at the hearing on such conditions as it may think reasonable; or that any witnesses whose attendance ought, for some sufficient reason, to be dispensed with, be examined before a Commis-

sioner appointed by it for that purpose, who shall have authority to administer oaths, and before whom all parties shall attend. The evidence taken before such Commissioner shall be confined to the subject matter in question, and any objection to the admission of such evidence shall be noted by the Commissioner and dealt with by the Board at the hearing. Such notice of the time and place of examination as is prescribed in the order shall be given to the adverse party. All examinations taken in pursuance of any of the provisions of the Act, or of these rules, shall be returned to the Court; and the depositions certified under the hands of the person or persons taking the same may, without further proof, be used in evidences, saving all just exceptions. The Board may require further evidence to be given either *viva voce* or by deposition, taken before a Commisisoner or other person appointed by it for that purpose.

The Board may, in any case when deemed advisable, require written briefs to be submitted by the parties.

The hearing of the case, when once commenced, shall proceed, so far as in the judgment of the Board may be practicable, from day to day.

JUDGMENT OF THE BOARD.

18. After hearing the case the Board may dismiss the application, or make an order thereon in favour of the respondents, or reserve its decision, or (subject to the right of appeal in the Act mentioned) make such other order on the application as may be warranted by the evidence and may seem to it just.

The Board may give verbally or in writing the reasons for its decisions. A copy of the order made thereon shall be mailed or delivered to the respective parties. It shall not be necessary to hold a court merely for the purpose of giving decisions.

Any decision or order made by the Board under this Act may be made an order of the Exchequer Court, or a rule, order, or decree of any Superior Court of any province of Canada, and shall be enforced in like manner as any rule, order, or decree of such court. To make such decision or order a rule, order or decree of such court, the usual practice and procedure of the court in such matters may be followed, or in lieu thereof the form prescribed in subsection 2, section 46, of the Act.

The Board shall with respect to all matters necessary or proper for the due exercise of its jurisdiction under this Act, or otherwise for carrying this Act into effect, have all such powers, rights and privileges as are vested in a Superior Court. (Section 26.)

ALTERATION OR RESCINDING OF ORDERS.

19. Any application to the Board to review, rescind, or vary any decision or order made by it shall be made within thirty days after the said decision or order shall have been communicated to the parties, unless the Board think fit to enlarge the time for making such application, or otherwise orders.

APPEAL.

20. If either party desire to appeal to the Supreme Court of Canada from the decision or order of the Board upon any question which, in the opinion of the Board, is a question of law, he shall give notice (*c*) thereof to the other party and to the Secretary, within fourteen days from the time when the decision or order appealed from was made, unless the Board allows further time, and shall in such notice state the grounds of the appeal. The granting of such leave shall be in the discretion of the Board.

For procedure upon such leave being obtained see section 56, subsection 4 *et seq.* of the Act.

An appeal shall lie from the Board to the Supreme Court of Canada upon a question of jurisdiction; but such appeal shall not lie unless the same is allowed by a judge of the said court upon application and hearing the parties and the Board.

The cost of such application shall be in the discretion of the judge.

INTERIM EX PARTE ORDERS.

21. Whenever the special circumstances of any case seem to so require, the Board may make interim *ex parte* order requiring or forbidding anything to be done which the Board would be empowered upon application. notice and hearing to authorize, require or forbid. No such interim order shall, however, be made for a longer time than the Board may deem necessary to enable the matter to be heard and determined. (Section 49.)

AFFIDAVITS.

22. Affidavits of service according to the form No. 6 shall forthwith, after service, be filed with the Board in respect of all documents or notices required to be served under these rules; except when notice is given or served by the Secretary of the Board, in which case no affidavit of service shall be necessary..

All persons authorized to administer oaths to be used in any of the Superior Courts of any province, may take affidavits to be used on any application to the Board.

Affidavits used before the Board, or in any proceeding under this Act, shall be filed with the Secretary of the Board at this office.

Where affidavits are made as to belief, the grounds upon which the same are based must be set forth.

(*c*) For form of notice see Form No. 5 in the schedule hereto

COMPUTATION OF TIME.

23. In all cases in which any particular number of days, not expressed to be clear days, is prescribed by this Act, or by these rules, the same shall be reckoned exclusively of the first day and inclusively of the last day, unless the last day shall happen to fall on a Sunday, Christmas Day, or Good Friday, or a day appointed for a public fast or thanksgiving in the Dominion or any of the provinces, in which case the time shall be reckoned exclusively of that day also.

ADJOURNMENT.

24. The Board may, from time to time, adjourn any proceedings before it

AMENDMENT.

25. The Board may at any time allow any of the proceedings to be amended, or may order to be amended or struck out any matters which, in the opinion of the Board, may tend to prejudice, embarrass, or delay a fair hearing of the case upon its merits; and all such amendments shall be made as may, in the opinion of the Board, be necessary for the purpose of hearing and determining the real question in issue between the parties.

FORMAL OBJECTIONS.

26. No proceedings under this Act shall be defeated or affected by any technical objections or any objections based upon defects in form merely.

PRACTICE OF EXCHEQUER COURT WHEN APPLICABLE.

27. In any case not expressly provided for by this Act, or these rules, the general principles of practice in the Exchequer Court may be adopted and applied, at the discretion of the Board, to proceedings before it.

COSTS.

28. The costs of and incidental to any proceedings before the Board shall be in the discretion of the Board, and may be fixed in any case at a sum certain, or may be taxed. The Board may order by whom and to whom the same are to be paid, and by whom the same are to be taxed and allowed.

Schedule No. 1.

(FORMS OF APPLICATION.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Application No. (This No. is to be filled in by the Secretary on receipt.)

A. B. of C. D. hereby applies to the Board for an order under sections 252-253 of The Railway Act, directing the Railway Company to provide and construct a suitable farm crossing where the Company's railway intersects this farm in Lot Con. Tp. County of Ontario, and states—

1. That he is the owner of the land, &c.
2. That by reason of the construction of the said railway he is deprived, &c.
3. That it is necessary for the proper enjoyment of his said land, &c.

Dated this day of , A.D., 19 .

(Signed A. B.)

Endorsements.

The within application is made by A. B. of (state address and occupation) or by C. D. of , his solicitor.

Take notice that within named Railway Company is required to file with the Board of Railway Commissioners within ten days from the service hereof, its answer to the within application.

FORM OF APPLICATION.

(Where no Notice Required.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Application No.

The Railway Company hereby applies to the Board for an Order under section 167 of the Railway Act, sanctioning the plans, profiles and books of reference submitted in triplicate herewith, showing a proposed deviation of its line of railway as already constructed between and , mileage to .

Dated this day of , A.D., 19 .

(Signed A.B.)

Schedule No. 2.

(FORM OF ANSWER.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the Application, No. of A.B. for an order under sections 252-253 of The Railway Act. directing Railway Company to provide a farm crossing.

The said Company in answer to the said application states:—

1. That the said A.B. is not the owner but merely, &c.

2. That upon the acquisition of the right of way of the said Railway, A.B. was duly paid for and released, &c.

3. That the said A. B. has other safe and convenient means, &c.

4. That, &c.

Dated, &c.

Endorsements.

The within answer is made by A. B. of (state address and occupation or by C. D. of , his solicitor.

Take notice that the within named Applicant is required to file with the Board of Railway Commissioners within four days from the service hereof, his reply to the within answer.

Schedule No. 3.

(REPLY.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application of A. B., against the Company.

The said A. B., in reply to the answer of the said Company states that:-

1.

2. And the said A. B. admits that

Dated this day of , A.D., 19 .

Signed (Q.)

Schedule No. 4.

(FEES AND ALLOWANCES TO WITNESSES.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

To witnesses residing within three miles of the Court-room, per diem (not including ferry and meals)	$1 00
Barristers, attorneys, and physicians, when called upon to give evidence in consequence of any professional services rendered by them, or to give professional opinion, per diem	5 00
Engineers, surveyors and architects, when called upon to give evidence of any professional services rendered by them, and to give evidence depending upon their skill and judgment, per diem	5 00

If the witnesses attend in one case only, they will be entitled to the full allowance. If they attend in more than one case, they will be entitled to a proportionate part in each case only.

When witnesses travel over three miles they shall be allowed expenses according to the sum reasonably and actually paid, which in no case shall exceed twenty cents per mile one way.

Schedule No. 5.

(NOTICE OF APPEAL.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application No. , of A B., for an order under sections 252-253 of the Railway Act, authorizing the Railway, &c., &c

To the Board of Railway Commissioners,

and

To

The above named Applicant (or Respondent, as the case may be).

Take notice that the Company will apply to the Board on the day of , (not exceeding 14 days from the date thereof), for leave to appeal to the Supreme Court of Canada from the Order of the Board, dated the day of , in the matter of the above application authorizing the expropriation of certain lands referred to in said Order, and directing that compensation or damages to be awarded to the owners of said lands, or persons interested therein, shall be ascertained as and from the date of the application (or such other time as may be named in this Order).

The grounds of appeal are that as a matter of law, the awarding of such compensation or damages should be ascertained and determined from the date of the deposit of plan, profile, &c., as provided under section 192 of the Act, and not from the time stated in the Order .

Dated this day of

Signed,

Solicitor, &c.

Schedule No. 6.

(FORM OF AFFIDAVIT OF SERVICE.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application No. , of A. B., for an Order under sections 252-253 of The Railway Act, directing Railway Company to provide a farm crossing.

I, , of the City of Ottawa, &c., make oath and say:—

1. That I am a member, &c.

2. That I did on , 19 , serve the (C.P.) Railway Company above named, with a true copy of the (application) of the said (A. B.) in this matter by delivering the same to (C. D.), the (Secretary) of the said Company, (or to E.F., the Ass't. to the Gen. Mgr.) of the Company, being an adult person in the employ of the Company, at the head office of the Company in (Montreal), see section 41, (*a*), which said copy was endorsed with the following notice, viz.:—

(Copy exactly.)

Sworn, &c.

Requirements on Application having Reference to Plans.

No. 1.—General Location of Railway.—Section 157.

Send to Secretary of the Department of Railways and Canals: 3 copies of *map* showing the general location of the proposed line of railway, the termini and the principal towns and places through which the railway is to pass, giving the names thereof, the railways, navigable streams and tide-water, if any, to be crossed by the railway, and such as may be within a radius of thirty miles of the proposed railway, and generally the physical features of the country through which the railway is to be constructed.

1st copy to be examined and approved by the Minister and filed in the Department of Railways and Canals.

2nd copy to be approved by Minister for filing by the Minister with the Board.

3rd copy to be approved by Minister for the company.

Scale of Map—not less than 6 miles to the inch.

No. 2.—Plan, Profile, &c., of Located Line—Section 159.

Upon approval general location map being filed by the Minister with the Board, send to the Secretary of the Board three sets of plans, prepared exactly in accordance with the 'general notes'* as follows:—

1st set—{1 plan. 1 profile. 1 book of reference.} For sanction and deposit with the Board.

2nd set—Same as 1st.—To be certified as copy of original and returned to the company for registration.

3rd set—Same as 1st.—To be certified as copy of original and returned to company.

Scale—Plans—400 feet to the inch.

Profiles {Horizontal, 400 feet. Vertical, 20 feet.}

(N.B.—In prairie country, scale may be 1,000 feet to the inch.)

No. 3.—To Alter Location of Curves or Grades of Line Previously Sanctioned or Completed.—Section 167.

Send to the Secretary of the Board three sets of plans, profiles and books of reference as required in No. 2.

(N.B.—The plans and profiles so submitted will be required to show the original location, grades and curves and railway highway and farm crossings, and the changes desired or necessitated in any of these, giving reason for same. Upon completion of the work application must be made to the Board for leave to operate.

Scale—Same as No. 2.

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* General Notes, see pages 17 and 18.

No. 4.—Plans of Completed Railway.—Section 164

Send to the Secretary of the Board within six months after completion three sets of plans and profiles of the completed road.

1st set to be filed with the Board.

2nd set to be certified as copy of plan filed, and returned to the company.

3rd set to be certified as copy of plan filed. To be returned to the company for registration purposes.

Scale—Same as No. 2.

No 5.—To take Additional Lands for Stations, Snow Protection, Etc.—Section 178.

Send to the Secretary of the Board three sets of plans and documents as follows:—

1st set—	1 application sworn to by officers required to sign and certify plans. See 'General Notes.' 1 plan, 1 profile. 1 book of reference.	To be examined and certified and deposited with Board.

2nd set—Same as 1st—For certificate and return for registration, with duplicate authority.

3rd set—Same as 1st—For certificate and return to company, with copy of authority.

Scale—Same as No. 2.

N.B.—Ten days' notice of application must be given by the applicant company to the owner or possessor of the property, and copies of such notice with affidavits of service thereof must be furnished to the Board on the application.

No 6.—Branch Lines, not Exceeding Six Miles—Sections 221-225.

Where a branch line runs directly from the right-of-way of the railway company onto the property of any person requiring such a line, the four weeks' public notice of application to the Board may be dispensed with. The company must, however, furnish the consent of the owner of the land to the construction of the branch line. (a) 1 plan, profile and book of reference same as No. 2 to be deposited in Registry Office.

Upon such registration four weeks' public notice of application to the Board to be given.

Where such a branch crosses a highway consent of municipality must be furnished with application or evidence of service of 10 days' notice to the municipality with copies of application and plans accompanying same.

Send to the Secretary an application with copies of the plan, profile and book of reference certified by the Registrar as a duplicate of those so deposited in the Registry Office.

After the Board has approved of the plan, &c., a certified copy of the order authorizing the construction of the Branch lines to be registered together with any papers and plans showing changes directed by the Board.

A map showing the adjacent country, neighbouring lines, &c., must be sent to the Secretary of the Board with the application.

Proof of registration, and of public notice except as above mentioned, having been duly given will be required upon the application.

Scale—Same as No. 2.

No. 7—Railway Crossings or Junctions.—Section 227.

Send to the Secretaray of the Board with an application three sets of plans and profiles of both roads on either side of the proposed crossing for a distance of one mile in each direction.

Scale—Plan—400 feet to the inch.

Profile—400 feet to an inch horizontal; 20 feet to an inch vertical.

1st set for approval by and filing with the Board.

2nd and 3rd sets to be certified and furnished to the respective companies concerned, with certified copy of order.

The applicant company must give ten days' notice of application to the company whose lines are to be crossed or joined, and shall serve with such notice a copy of all plans and profiles and a copy of the application. Upon completion of work application must be made to the Board for leave to operate.

No. 8—Highway Crossing—Sections 235 to 243.

Send to the Secretary of the Board with an application three sets of plans and profiles of the crossings.

Scale—Plan—400 feet to inch.

Profile—400 feet to an inch horizontal; 20 feet to an inch vertical.

Profile of highway—100 feet to an inch horizontal; 20 feet to an inch vertical.

1st set for approval by and filing with the Board.

2nd and 3rd sets to be furnished to the respective parties concerned, with a certified copy of the order approving the same.

The plan and profile shall show at least one-half a mile of the railway each way and 300 feet of the highway on each side of the crossing.

Plan must show intervening obstructions to the view from any point on the highway within 100 feet of the crossing to any point on the railway within one-half mile of the said crossing.

If the company prefers, the above information may be shown on the location plan, and this plan may be used in connection with its application for approval of the highway crossing.

The applicant must given ten days' notice of the application and copies of plan to the municipality in which the proposed crossing lies, and furnish Board with proof of service.

1. That, unless otherwise ordered by the Board, the width of approaches to rural railway crossings over highways be twenty feet road surface on concession and main roads and sixteen feet on side and bush roads.
2. That a strong, substantial fence, or railing, four feet six inches high, with a good post-cap (four inches by four inches), a middle piece of timber (1½ inches by 6 inches), and a ten-inch board firmly nailed to the bottom of the posts to prevent snow from blowing off the elevated roadway, be constructed on each side of every approach to a rural railway crossing where the height is six feet or more above the level of the adjacent ground,—leaving always a clear road surface twenty feet wide.
3. That the width of approaches to rural railway crossings made in cuttings be not less than twenty feet clear from bank to bank.
4. That, unless otherwise ordered by the Board, the planking, or paving blocks, or broken stone topped with crushed rock, screenings, on rural railway crossings over highways (between the rails and for a width of at least eight inches on the outer sides thereof) be twenty feet long on concession and main roads and sixteen feet on side and bush roads.

No. 9—Crossings with Telegraph, Telephone, or Power Wires.—Section 246.

Send to the Secretary of the Board, with the application, a plan and profile in triplicate. The plan must show the location of the track or tracks to be crossed, the location of poles and their perpendicular distance from the track. The profile must show the height of poles, distance between the wires and the rails, and between the different lines of wire.

In the case of crossings with power wires, the details of construction and the method of protection must be shown.

A copy of the plan and profile must be sent to the railway company with notice of application.

In the case of power crossings, application to operate must be made to the Board upon completion of the work.

No 10—Crossings with Pipes for Drains, Water Supply, Gas, &c.—Section 250.

Send to the Secretary of the Board, with the application, a plan and profile in triplicate. The plan must show the track or tracks proposed to be crossed. The profile must show the distance between the pipe and the base of rail, the size of the pipe, and the material of which it is constructed. A copy of the plan and profile must be sent to the railway company with notice of application.

No. 11—Crossings and Works upon Navigable Waters, Beaches, &c.—Section 233.

Upon site and general plans being submitted to Department of Public Works and being approved by the Governor in Council, send to the Secretary of the Board: —Certified copy of order in council with the plans and description approved thereby and so certified—one application and two sets of detail plans, profiles, drawings and specifications.

The plans must show details of construction of piers and their foundations, also details of superstructure, if standard plan of the same has not already been approved.

The profile must show the cross-section of the river or stream at the place of crossing and high and low water marks.

The name of the river or stream and the mileage of the bridge should be given.

Upon completion of work application must be made to the Board for leave to operate.

No. 12—Bridges, Tunnels, Viaducts, Trestles, etc., over 18 ft. span—Section 257.

(*a*) Must be built in accordance with standard specifications and plans, approved of by the Board.

(*b*) Or detail plans, profiles, drawings and specifications, which may be blue, white or photographic prints, must be sent to the Secretary of the Board for approval, &c., as in No. 11.

Upon completion of the work application must be made to the Board for leave to operate.

No. 13—Station Grounds and Buildings.—Section 258.

Send to the Secretary of the Board:—

2 set of plans showing the location, and details of structures and yard tracks.
1st set for filing with the Board.
2 sets of plans showing the location and details of structures and yard tracks.

Note.—If approved plans, showing location, &c., of a station, are on file with the Board, and such station were burned, a letter from the company that it intended to erect another station of the same plan and location, would call from the Board an approval and waiver of filing new plans, unless the local conditions had so changed since the original station was erected, that public convenience called for enlarged facilities or change of location.

General Notes.

Plans (for Nos. 2 and 6) must show the right of way, with lengths of sections in miles, the names of the terminal points, the station grounds, the property lines, owners' names, the areas and length and width of land proposed to be taken, in figures (every change of width being given) the curves and the bearings, also all open drains, watercourses, highways, and railways proposed to be crossed or affected.

Should the company at any place require right of way more than 100 feet in breath for the accommodation of slopes and side ditches, it will be necessary to place on the plan cross-sections of the right of way, taken one hundred feet apart and extending to the limits of the right of way proposed to be taken.

Profiles shall show the grades, curves, highway and railway crossings, open drains and watercourses, and may be endorsed on the plan itself.

Books of reference shall describe the portion of land proposed to be taken in each lot to be traversed, giving numbers of the lots, and the area, length and width of the portion thereof proposed to be taken, and names of owners and occupiers so far as they can be ascertained.

All plans, profiles and books of reference must be dated and must be certified and signed by the President or Vice-President or General Manager, and also by the engineer of the Company.

The plan and profile to be retained by the Board must be on tracing *linen,* the copies to be returned may be either white, blue or photographic prints.

All profiles shall be based, where possible, upon sea level datum.

All books of reference must be made on good thick paper and in the form of a book with a suitable paper cover. The size of such books when closed shall be as near as posible to 7½ inches by 7 inches, or book of reference may be endorsed on the plan.

FORM OF BOOK OF REFERENCE REQUIRED.

....Railway Company

...................................Division or Province....................Branch

Book of Reference to Accompany Location Plan Showing Lands Required for Railway Purposes.

Station to	Station.	Width of Railway	Owner.			Part of	Section or Lot.	Township Parish Block or Number of Claim.	Range	Contents Acres.	Remarks
					Centre of Book when open.						

Interlocking System.

Rules governing the use of Interlocking and Derailing Signals and speed of trains where one railway crosses another at rail level, or where a railway crosses a drawbridge.

1. The normal position of all signals must indicate danger.

2. When the distant semaphore indicates caution, the train passing must be under full control and prepared to come to a full stop before reaching the home signal.

3. When the home signal indicates danger, it must not be passed.

4. When clear signals are shown where one railway crosses another at rail level, the speed of passenger trains must be reduced to thirty-five miles an hour and freight trains to twenty miles an hour, until the entire train has passed the crossing.

5. When clear signals are shown where a railway crosses a drawbridge, the speed of passenger trains must be reduced to twenty-five miles an hour and the speed of freight trains to fifteen miles an hour, until the entire train has passed the drawbridge.

General Requirements Applicable to Steam Railways for Interlocking, Derailing and Signal System at Crossings at Rail Level, at Junctions and Drawbridges.

The plan and construction of interlocking signalling and derailing system to be used at rail level crossings, junctions and drawbridges, shall conform to the following rules:—

1. Details shall be placed not less than five hundred (500′) feet from the crossing point, junction point or from the ends of the drawbridge unless otherwise ordered. On single track railways derail points, when practicable, should be on inside of curve, and on double track railways the derail points should be in outside rail on both tracks. On the latter back-up derails will be required.

2. Home signals shall be placed fifty-five (55′) feet in advance of derail point, and the distance between home and distant signals shall not be less than twelve hundred (1,200′) feet, unless otherwise ordered. Signal post shall be placed over or on the engineman's side of the track, unless otherwise ordered.

3. Guard rails shall be laid on outside of rail in which the derail is placed, or on the inside of the opposite rail, and, commencing at least six (6′) feet in advance of derail point, shall extend thence towards the crossing, parallel with and nine (9″) inches distant in the clear from the track rail, for four hundred (400′) feet, fully spiked. In no instance, however, should the guard rail approach within one hundred (100′) feet of the diamond, junction point or end of drawbridge.

4. The normal position of all signals must indicate danger, derail points open unless otherwise ordered, and the interlocking so arranged that it will be impossible for the signalman to give conflicting signals.

5. Signals shall be of the semaphore type, the indications given by not more than three positions, and in addition at night by lights of prescribed colours.

6. The apparatus shall be so constructed that the failure of any part directly controlling a signal will cause it to give its least favourable indication.

7. Semaphore arms that govern shall be displayed to the right of the signal post, as seen from an approaching train.

8. Where switch and lock movements are used on facing point switches or derails on high speed routes they must be placed outside the rails and bolt locked with the signals governing them; when this is not practicable, facing point locks must be used.

9. The established order of interlocking shall be such that a clear signal cannot be displayed until derails or diverging switches, if any, in conflicting routes, are in their normal position, and the switches for the required route are set and locked.

10. High speed routes shall be indicated by high signals not more than three blades to be displayed on one signal post. Dwarf signals shall be used for low speed routes and for double track back-up derails.

11. The blades and back lights of all signals should be visible to the signalman in the tower. If from any cause, the blade or light of any signal cannot be placed so as to be seen by the signalman a repeater or indicator should be provided.

12. Application for inspection of interlocking plant must be made to the Board, accompanied by a plain diagram, showing location of the crossing, junction or drawbridge, and the position of all main tracks, sidings, switches, turnouts, &c., within the limits of the interlocker.

The several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use. The rate of grade on each main track must be shown, together with the numbers of signals, derails, locks, &c., corresponding to levers in the tower.

Details.

13. The machine shall be of the latch locking type, and levers shall be numbered from left to right.

14. One lever shall operate not more than one signal.

Pipe Line.

15. One inch pipe of soft steel or wrought iron shall be used for connections to switches, derails, movable wing and point frogs, detector bars, locks, bridge couplers and home signals.

(*a*) Pipe lines shall be straight where possible, and shall not be placed less than four feet (4′) from gauge line, except where the lines run between tracks. On draw spans and approaches they shall be kept as far from the gauge line as conditions will permit.

(*b*) Pipe lines shall be supported on pipe carriers, spaced not more than seven (7′) feet apart.

(*c*) Couplings in pipe lines shall be located not less than twelve (12) inches from pipe carriers with lever on centre.

(*d*) Pipe connections shall be made with threaded sleeves, and the joints plugged and riveted; or keyed by other approved method.

Wire Line.

16. Wire connected signals shall be operated by wires, the back wire to have two (2″) inches more stroke than the front wire.

(*a*) Wire lines shall be carried in wire carriers placed not more than forty (40′) feet apart. Where wire lines run next to the pipe lines, the wire carriers shall be attached to the pipe carrier foundations if convenient. Where wire carriers are attached to independent foundations, they shall be placed not less than six (6′) feet from gauge of nearest rail, where practicable.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

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APPENDIX J.

STATEMENT Showing Applications Made to the Board under the Various Sections of the Railway Act for the Year ending March 31, 1910.

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APPENDIX K.

LIST of Cases Appealed to the Supreme Court Since February 1, 1904, to March 31, 1910.

1. File 1114, Montreal Terminal Railway vs. Montreal Street Railway, Pius IX. Avenue crossing. Appeal from order of the Deputy Chief Commissioner and Commissioner Mills on question of jurisdiction. Appeal allowed.

2. File 1492, James Bay Railway vs. Grand Trunk Railway crossing Belt Line Spur. Appeal to the Supreme Court on question of law. Appeal dismissed.

3. File 383, Canada Atlantic Railway, Ottawa Electric Railway and City of Ottawa *re* Bank Street Subway. Appeal of the Ottawa Electric Railway on question of law. Appeal dismissed.

4. File 588, *re* Toronto Union Station, A. R. Williams Expropriation. Appeal to the Supreme Court and then to the Privy Council, England, on question of jurisdiction. Appeal dismissed.

5. File 1604. Case 1309. Robinson vs. Grand Trunk Railway two-cent rate. Appeal to the Supreme Court and then to the Privy Council, on question of law. Appeal dismissed.

6. File 689, Canadian Pacific Railway vs. Grand Trunk Railway *re* branch line, London, Ont. Grand Trunk Railway Company appeal to Supreme Court on question of jurisdiction. Appeal dismissed.

7. Case 1680. Essex Terminal and W.E. & L.S.R.R. Co., crossing. Township of Sandwich. Appeal by the Essex Terminal Railway to the Supreme Court on question of law. Appeal dismissed.

8. File 1497. T. D. Robinson and Canadian Northern Railway Spur at Winnipeg. Appeal to the Supreme Court by the Canadian Northern Railway Company on question of jurisdiction. Appeal dismissed.

9. File 9527, Montreal Street Railway *re* rates Montreal Royal Ward. Appeal by the Montreal Street Railway to the Supreme Court of Canada on question of jurisdiction. Appeal allowed.

10. File 8644. Case 4719. *Re* Agriculture Department, Province of Ontario and Grand Trunk Railway Company. Station at Vineland. Appeal to the Supreme Court of Canada by the Railway Company on question of jurisdiction. Appeal dismissed.

11. Case 3322, *re* Toronto Viaduct. Appeal to the Supreme Court by the Canadian Pacific Railway Company on question of law. Appeal dismissed.

12. Case 4813, *re* Fencing and Cattle Guards. Order No. 7473. Appeal to the Supreme Court by the Canadian Northern Railway Company on question of jurisdiction. Appeal allowed in part.

13. File 9351. Case 4492. City of Toronto and Grand Trunk Railway and Canadian Pacific Railway Companies *re* commutation tickets. Stated case to the Supreme Court by City of Toronto on question of law

14. File 5999. Case 2545. *Re* City of Ottawa and County of Carleton, Richmond Road Viaduct. Appeal by County of Carleton, on question of jurisdiction. Appeal dismissed.

15. File 13079. Grand Trunk Railway and Canadian Northern Ontario Railway spur, township of Scarboro. Appeal to the Supreme Court by Grand Trunk Railway Company on question of jurisdiction. Appeal dismissed.

16. File 7529. Case 3269. Grand Trunk Railway and British American Oil Company. Oil rate. Appeal to the Supreme Court by Grand Trunk Railway Company on question of law. Stands for judgment

17. File 1519. Grand Trunk Pacific Railway and Fort William *re* location. Appeal by Grand Trunk Pacific to the Supreme Court of Canada, on question of jurisdiction. Stands for judgment.

18. File 11965. Niagara, St. Catharines and Toronto Railway and Davy. Appeal to the Supreme Court by the Niagara, St. Catharines and Toronto Railway Company on question of jurisdiction. Appeal allowed.

19. File 9527. Montreal Street Railway *re* rates Mount Royal Ward. Appeal by the Montreal Park & Island Railway Company, to the Supreme Court of Canada on the question of jurisdiction. Appeal allowed.

LIST of Cases Appealed to the Governor in Council from February 1, 1904, to March 31, 1910.

1. File 399. Bay of Quinte Railway, crossing Canadian Pacific Railway at Tweed. Appeal to the Governor in Council by the Bay of Quinte Railway. Order of the Board set aside and former order of the Railway Committee confirmed.

2. File 1455. James Bay Railway vs. Grand Trunk Railway crossing near Beaverton. James Bay Railway Company appeal to the Governor in Council. Appeal dismissed.

3. File 1780. *Re* Chatham Street crossings. Grand Trunk Railway Company. Appeal by Grand Trunk Railway to the Governor in Council. Appeal dismissed.

⊕

FORTY-THIRD ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

ERRATA.

On page 45, Wrecks and Casualties, the value of the sea-going vessels lost should read $770,383. (Typographical error).

On page 51, under the heading Montreal Harbour Commission, first line of paragraph should read December instead of September. Typographical error).

On page 52 in the statement of expenditure on capital account of the Montreal Harbour Commission, the balance paid on locomotives should read $2,228 instead of $26,228.

On page 59 in the first line of the last paragraph read 'consisted of' instead of 'considered.'

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1910

[No. 21—1911.]

FORTY-THIRD ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1910

MARINE

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1910

[No. 21—1911.]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick; Baron Grey of Howick; a Baronet, G.C.M.G., &c., &c., &c., &c., Governor General of Canada.

May it Please Your Excellency:

I have the honour to submit herewith for the information of Your Excellency and the Parliament of Canada, the Forty-Third Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,
Your Excellency's most obedient servant,

LOUIS-PHILIPPE BRODEUR,
Minister of Marine and Fisheries.

Department of Marine and Fisheries,
Ottawa, June, 1910.

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\ maps in pocket

REPORT

OF THE

DEPUTY MINISTER OF MARINE AND FISHERIES

To the Honourable Louis-Philippe Brodeur,
Minister of Marine and Fisheries.

Sir,—I have the honour to report on the transactions and service of the Marine Branch of the Department of Marine and Fisheries for the fiscal year ending March 31, 1910.

The work has been carried out largely in accordance with the estimates prepared and appropriations made by parliament for the year. The various branches of the department were engaged as usual in performing the work assigned to them so far as it could possibly be done. Fogs, gales and storms caused interruptions in carrying out the work, but efforts were made to overcome the difficulties with a fair measure of success. The delays which occurred in the completion of lighthouse construction and placing of buoys were not more serious than in former years, and in nearly all cases unavoidable.

A number of new light stations were established in different parts of the Dominion and repairs made at the existing lighthouses. Some lighthouses of a better class than the general order have been erected but more progress has been made in introducing higher orders of lighting apparatus, lanterns and lenses than in construction of lighthouses. Alterations of various kinds were necessary in a number of towers and fog-alarm buildings to prepare them for the reception of improved apparatus and several lightkeepers' dwellings were built while others were improved for the better accommodation of keepers.

Personal inspection of lighthouses by the officers in charge of construction was made occasionally when office work permitted, but continuous inspection was carried on by district engineers and local inspectors who reported to the department.

In accordance with the purpose of the department, to substitute modern lanterns with greater magnitude and better optical apparatus, for old fashioned lights, a number of important changes were carried out and this work is still progressing.

The open fall permitted vessels to reach their ports of destination with less difficulty than in most seasons and the ice-breaking operations under contract were carried on with more than usual success. The winter steamers running between Prince Edward Island and the mainland as well as the ferry steamer between River Ouelle and Murray Bay were able to continue on their routes with almost unprecedented regularity.

Three new steamers were added to the fleet and put in commission; the *Earl Grey* in the winter service between Prince Edward Island and the mainland; the *Simcoe* in the lighthouse supply service above Montreal and in the buoy service in Georgian bay; the *Lambton* in the lighthouse construction service above Quebec in the St. Lawrence river and on the great lakes. The first steamer was put on her route after her arrival from Great Britain where she was built; the *Simcoe* also built in Great Britain began her work in July, 1909, and the *Lambton* built at Sorel, P.Q., entered upon her work in the spring of 1909.

Necessary overhaul and repairs were made to the other Dominion steamers and inspection of their hulls and machinery attended to by the Dominion steamboat inspectors. Several of these steamers are employed in eastern and western waters all the year round and attend to lighthouses, gas-buoys and other buoys made use of in the waters around the coast of Nova Scotia and the Bay of Fundy and British Columbia. The officers and crews of the vessels laid up for the winter were shipped at the opening of navigation and their work began as is customary.

The *Montcalm* and *Lady Grey* kept navigation open all winter at Cap Rouge, enabling small vessels from lower ports to navigate the St. Lawrence river at an earlier date than in former years.

The work in the St. Lawrence ship channel was advanced in a greater degree than in 1908 when fogs and smoke from forest fires impeded the dredging and surveying. At the Sorel shipyard, building of tugs, scows and dredges progressed and improvements of the plant formed a considerable item of expenditure of labour and money.

The work of steamboat inspection received the attention of the chairman of the Board and the steamboat inspectors, and certificates to engineers were issued. Inspection of live stock shipments and other cargo was carried on throughout the year; at Montreal during the season of navigation and at St. John, N.B., and Halifax in the winter season. Certificates to masters and mates were granted and lectures delivered at the marine schools, but I regret to say that the attendance at the schools in most ports was disappointing. Medical attendance at marine hospitals and by port physicians was kept up and many seamen received the benefit of this service. Wireless telegraph stations were increased and the service improved. The meteorological service was continued and a number of paid and voluntary stations established. Tidal surveys occupied the time of the officer in charge and his staff, on the eastern and western coasts and tide tables were published.

Annual reports of the agents of the department in the maritime provinces, Quebec, Montreal and British Columbia, were sent to Ottawa and continued comprehensive and detailed information regarding the various kinds of service under the supervision of the agents. Changes were made by the appointment of new agents; one at Halifax to fill the vacancy caused by the death of the former agent; one at St. John, owing to the retirement of the previous agent, one at Charlottetown to replace the former agent who was appointed inspector of lights from choice, and an agent was appointed at Montreal with extended jurisdiction. Within the department at Ottawa, the purchase of supplies occupied the attention of the purchasing agent and a considerable staff.

During the years 1908 and 1909, the Arctic expedition was sent to the northern archipelago and patrolled the waters in Lancaster sound, Baffin bay, Davis strait and part of Hudson strait. The Lighthouse Board held several meetings to advise on the subject of establishing new aids to navigation for which applications had been made.

The correspondence has been voluminous, exceeding by many thousands of letters those received and sent out in former years. A large distribution of stationery, reports, forms and Acts of Parliament took place. The life-saving service and humane institutions were maintained as usual.

Consideration was given, during the year to the matter of constructing a navy for Canada, involving the employment of experts who furnished opinions on the question.

More extended summaries of the transactions of the department will be found in this report, as I proceed, under separate headings and the detailed reports of officers form appendices. The reports of the officers have been read and at this point, I submit a list of the subdivisions of the Marine Branch, which will give some idea of the wide range of subjects that must necessarily be dealt with in carrying on the correspondence under your directions.

The construction of lighthouses and fog alarms.
The maintenance of lights, gas buoys and other buoys.
The lighthouse board, which decides the necessity for aids to navigation.
The hydrographic surveys.
The ship chanel St. Lawrence river, the Sorel works.
Meteorological and magnetic service.
Investigations into wrecks.
Board of steamboat inspection.
Cattle shipments inspection.
Wireless telegraph service.
Marine hospitals.
Submarine signals.
Shipping under the Merchants Shipping Act.
Legislation and administration of laws relating to the Department of Marine and Fisheries.
Humane service in connection with seamen.
Wrecking plant subsidized.
Winter communication.
Removal of obstructions to navigation.
Examination of masters and mates and issuing certificates.
Naval militia.
Pilotage.
Government of ports and proclaiming of harbours in the Dominion.
Control of harbours and government wharfs.
Dominion steamers, Marine and Fisheries.
Hudson bay and navigation of northern waters.

The accounts of the department were examined and checks issued. The expenditure in connection therewith has been kept within the estimates as shown in the following statement. The expenditure in a more detailed form will be found in Appendix No. 5 of this report.

APPROPRIATION AND EXPENDITURE.

Ocean and River Service—

Appropriation	$1,035,000 00
Expenditure	803,921 09
Expenditure less than appropriation	$ 231,078 91

Public Works Chargeable to Capital—

Appropriation	$1,200,000 00
Expenditure	1,011,957 88
Expenditure less than appropriation	$ 188,042 12

Lighthouse and Coast Service—

Appropriation	$2,372,172 74
Expenditure	2,127,943 61
Expenditure less than appropriation	$ 244,229 13

Scientific Institutions and Hydrographic Surveys—

Appropriation	$ 451,500 00
Expenditure	394,571 65
Expenditure less than appropriation	$ 56,928 35

Marine Hospitals and Shipwrecked and Disabled Seamen—

Appropriation	$ 73,000 00
Expenditure	66,349 26
Expenditure less than appropriation	$ 6,650 74

Steamboat Inspection—

Appropriation	$ 53,300 00
Expenditure	40,782 77
Expenditure less than appropriation	$ 12,517 23

Civil Government Salaries Marine and Fisheries—

Appropriation	$ 236,390 00
Expenditure	220,146 82
Expenditure less than appropriation	$ 16,243 18

Contingencies—

Appropriation	$ 27,000 00
Expenditure	26,633 36
Expenditure less than appropriation	$ 366 64

Fisheries—

Appropriation	$1,284,405 00
Expenditure	995,359 34
Expenditure less than appropriation	$ 289,045 66
Grand total appropriation	$6,732,767 74
Grand total expenditure	5,687,665 78
Grand total expenditure less than appropriation	$1,045,101 96
Grand total expenditure in 1908-9	$6,290,260 45
" " 1909-10	5,687,665 78
Amount less in 1909-10	$ 602,594 67

The greater expenditure in 1908-9 was largely due to the construction of steamers. The expenditure for fishery bounties is not included in the fisheries expenditure.

LIGHTHOUSE SERVICE.

The lighthouse service has been conducted, in some agencies, with less interruption than usual, largely due to freedom from accidents. The agent at Quebec has specially mentioned the fact that in his district, covering a coast and river distance of 1,000 miles, the ordinary attendance to the lights and delivery of supplies had been successfully carried out. The extent of the Quebec district is somewhat diminished since the extension of the Montreal agency, and now comprises the waters from Platon above Quebec to Belle Isle, the Saguenay river, Lake St. John, Baie des Chaleurs, north end and west coast of Newfoundland and Labrador. The delivery of supplies in the lower part of the Montreal agency, was continued by the Quebec agency for the season of 1909.

The Nova Scotia district, extends all around the coast of that province, with the exception of a short distance in the Bay of Fundy, which, for convenience, is included in the New Brunswick agency; the lights at Cape Race, Newfoundland and St. Pauls and Sable islands are included in the lights receiving attention from the agency at Halifax.

Detailed reports of work to lighthouses and delivery of supplies, are included in the annual report of the Nova Scotia agent, and show that the work included numerous repairs to lighthouses owing to the large number on the coast, and to the fact, that many lights and fog alarms are in operation all the year round.

The New Brunswick agency, extends along the coast of the province in the Bay of Fundy, including part of Nova Scotia as far as Yarmouth, and around the coast on the north side of the province, from Baie des Chaleurs to the provincial boundary in the Strait of Northumberland. The work in this district, was carried on generally, in a more effective manner than in previous years, due to the employment of an additional steamer.

In British Columbia, the rapidly increasing number of fog alarms and lights, has caused the employment of more steamers and a larger staff to perform the lighthouse service. The agent at Victoria, has reported upon the work under his supervision, noting in detail, the visits of lighthouse steamers with supplies and the repairs made at different lighthouses. He has not reported any interruption to the usual work of his agency.

The Montreal agency, now extends from Platon above Quebec to Ottawa, Ontario, including Lake Memphremagog and the Richelieu river as far as Lacolle. The service in this district has been more efficiently performed than formerly owing to the additional aids employed to carry it out. The agent has reported upon arrangements for carrying out the work efficiently.

Prince Edward Island remains with the same limits of the agency, namely, the geographical boundaries of the province. More effective means were employed, during part of the year, in superintending lighthouse service by the appointment of a superintendent of lights.

Lighthouse work in Ontario, extended from Montreal to the head of the great lakes at Thunder bay. The new steamer *Simcoe* was engaged in the delivery of supplies to the different stations. The Dominion lighthouse depot situated at Prescott received orders and shipped to different lighthouses in the districts, numerous articles used in connection with the illuminating apparatus, while the unwatched lights and beacons in the St. Lawrence river, were supplied with carbide from this depot. Similar attention was given to the unwatched lights and beacons in the Georgian Bay district, by the officers at Depot Harbour, Parry Sound. The ordinary lighthouse supplies were delivered under the supervision of the Superintendent of Lights for the district above Montreal who has his office at Ottawa.

Delivery of supplies to the lighthouses was done under the supervision of the superintendent of lights, in each division, who reported to the agent; the superintendence of construction and repairs to lighthouses was performed by the district engineers and local inspectors under directions of the chief engineer's branch.

The lighthouse supplies and material for repairs were conveyed by Dominion steamers to the different stations.

Construction of lighthouses, fog-alarm buildings, keepers' dwellings and pole lights, as well as repairs to lighthouses in the divisions, have been reported upon by the chief engineer in his detailed report.

The total number of lightstations, separate fog-alarm stations, and lightships is 978; the number of lights attached to these stations is 1,227, which number includes pole lights; number of steam fog-horns, bells and trumpets 133; gas beacons 32; gas buoys 254; whistling buoys 24; bell buoys 50; submarine bells 10.

Notices to mariners were regularly issued, respecting changes in the old list of lights and buoys, and the establishment of new aids to navigation. Particulars pertaining to these notices, and all matters regarding construction of lights, fog-alarms and repairs to lighthouses, fog-alarm buildings, keepers' dwellings and lighthouse piers will be found in the report of the chief engineer, which forms Appendix No. 1 of this report.

TIDAL SURVEY.

The tidal survey under the direction of Dr. W. B. Dawson, was largely confined to the Pacific coast during the past season. Tide gauges were placed at selected points to obtain a basis for the determination of tidal differences at intermediate places. A series of twenty recording gauges were in simultaneous operation along the coast. It has been ascertained that the whole coast of British Columbia, can be referred, for tidal purposes, to three principal stations, namely Clayoquet, Sand Heads and Port Simpson.

The stations are divided into principal stations and secondary stations on the Atlantic and Pacific coasts of the Dominion.

Tide tables have been published and circulated on both coasts; the number now reaching, with abridged editions, 15,000. The report of Dr. Dawson is included in the report of the chief engineer.

REMOVAL OF OBSTRUCTIONS TO NAVIGATION

Delay in the removal of wrecks or sunken vessels and sunken material has always been a source of complaint owing to the indifference shown by owners of such property in connection with the removal of the obstructions. In every case, when the department is notified of the obstruction, the owner of the property is requested to remove it forthwith, but delay often arises, sometimes from neglect and in other instances from inability to defray the cost of the work of removal. In some cases the owners of vessels ask for a reasonable extension of time in which to raise the property in order that it may not become a total loss, which is generally given, but the delay is often prolonged. In such an event, and in cases of refusal to remove the obstruction, the department has the work done by contract and the wrecked property is given to the contractor as part payment. In a few instances, the owners of vessels remove them without expense to the department. This occurred in one instance, only, out of four obstructions during the past year. Three other removals cost $3,250. The department has recourse by first making a claim for recovery of the money from any owner; if payment is refused then by action at law if the owner or owners are British subjects.

The places where the casualties occurred and the cost of the removal of the sunken vessels, are mentioned in the report of the chief engineer.

ICEBREAKING IN ONTARIO HARBOURS.

Two contracts for prolonging navigation in important ports are running; one for the Thunder Bay district for keeping open until all vessels for the season have arrived, the harbours of Fort William, West Fort William and Port Arthur and for opening them in the early spring. This contract includes the conveying of lightkeepers from isolated stations in the vicinity to landing places convenient for the keepers. The sum of $30,000 per annum is paid the contractors.

A much smaller contract amounting to $3,200 was entered into for the work of keeping open Midland and Tiffin harbours in Georgian bay for the fall of 1909.

ILLUMINANTS, ILLUMINATING APPARATUS AND GAS BUOYS.

In the report of the Acting Commissioner of Lights will be found a detailed account of the work done in his branch.

This branch attends specially to lighting apparatus, warning and gas buoys and illuminants. The principal work performed has been the installation of lanterns and their attachments at new lighthouse stations, the substitution of modern dioptric apparatus in a number of major coast lights and the improvement of minor lights, by the use of petroleum vapour as an illuminant, and the maintenance of lights throughout the Dominion.

The lighting apparatus now in use in the Dominion lighthouse service consists of lanterns, in which are operated distinctive lights known as quick flashing lights, occulting lights, fixed lights (red and white), anchor lenses for pole lights and a few Wigham 30-day lights. The reflector or catoptric apparatus is used for revolving and fixed lights. The illuminants used, consist of oil, oil vapour, and acetylene (compressed and automatically generated) and pintsch gas.

In the Quebec district, acetylene has been substituted for pintsch gas in lighting buoys; an exception, however, has been made in retaining pintsch gas for the Beaujeu pier light. The apparatus for making this kind of gas has consequently not been much used of late.

The submarine bells have given much satisfaction both by their uninterrupted operation for the past three years, and excellent service as a warning. The equipment has been operated at four shore stations and on five lightships.

Some particulars respecting the distance at which the bells have been heard by officers on board ships are here mentioned and will be interesting: *Empress of Ireland,* March 17, 1910, bell of Sambro buoy heard six miles distant. *Empress of Ireland,* April 23, same buoy, five miles distant; *Empress of Ireland* same day Lurcher shoal lightship, Bay of Fundy, bells were heard ten miles away. R.M.S. *Victorian* March 25, 1910, bell of Sambro buoy heard four and a half miles distant. R.M.S. *Victorian* April 2, bells of same buoy heard two and a half miles away. R.M.S. *Victorian,* April 23, bells of Chebucto Head, N.S., station heard three and a half miles. R.M.S. *Victorian,* April 24, bells of Lurcher shoal lightship heard two and a half miles. *Montezuma,* March 31, bells of Sambro buoy heard six miles distant. *Ionian,* March 30, Sambro buoy bells heard three miles. *Tunisian,* April 22, bells of Lurcher shoal lightship heard six and a half miles.

The commander of the *Mackay Bennett* cable steamer has reported having altered his course by the sound of the bells at a much greater distance than ten miles.

The acetylene and other buoy service in the several agencies have been given attention, so far as lifting and placing are concerned, by the steamers belonging to those agencies and in the upper part of the St. Lawrence river, by the *Scout* and in the Georgian Bay district, by the *Simcoe.* The charging and re-charging of acetylene buoys, beacons and lighthouses with calcium carbide has been performed by the crews of these vessels under officers familiar with the work. In British Columbia the acetylene buoys have been increased in number and numerous beacons are now illuminated by acetylene. The work in this province has been greatly facilitated by the addition of the *Newington*, purchased last year. Arrangements have also been made for establishing a base of operations at Prince Rupert for northern waters.

The report of the Acting Commissioner of Lights contains much valuable detailed information in inclosures, and one specially comprehensive table, exhibits the total number of aids to navigation in the Dominion, excepting spar buoys which are maintained under contract and by harbour masters. The report of the Acting Commissioner of Lights forms Appendix No. 2 to this report.

RIVER ST. LAWRENCE SHIP CHANNEL.

The project of deepening and widening the St. Lawrence river ship channel, received the continued attention of the department during the season of navigation of 1909, and the work was advanced another stage towards completion. It followed along the direction of the projects of 1899 and 1906 for the improvement of the ship channel, to enable deep-sea-going vessels to pass to and from Montreal. The projects have been outlined in several annual reports previously, but being so important an undertaking, and one that has been so fruitful of good results in opening the way for large vessels to dock at Montreal, the scheme is here referred to again and also for the purpose of showing the advance that has been made in carrying it out.

The project of 1899, had in view the dredging of portions of the main channel between Montreal and Quebec, to a depth of 30 feet, at extreme low water, where a sufficient depth of water did not exist for large vessels, the datum being the low water mark of 1897. The minimum width of channel contemplated was 450 feet in the straight portions, and from 550 to 750 feet at the curves, with an anchorage ground to be provided in Lake St. Peter, an enlargement of the river.

The project of 1906, had in view a channel below Quebec, of 30 feet in depth at low tide at St. Thomas flats and at Beaujeu Bank, and not less than a 1,000 feet in width everywhere.

The contracted part of the river is known as the ship channel, and extends from Montreal to the Traverse, a distance of 220 miles: the total length of the work of dredging determined upon is seventy miles. The work has been successfully carried out excepting two miles of shale rock at Cap a la Roche, about one mile at Grondines; about one mile at St. Augustin bar, about one mile of widening at Ste. Croix and one half mile of widening at a point in Lake St. Peter, yet to be done. The work at Cap a la Roche will probably require from three to four years to complete, while the remaining undredged part to Quebec should be finished at the same time or perhaps within a year later.

Deep draught vessels arriving at St. Augustin bar and Cap a la Roche, are assisted by the rising tide. A semaphore at St. Jean des Chaillons, indicates the available depth at Cap a la Roche and a semaphore at St. Nicholas, indicates the depth of water over the undredged bar at St. Augustin.

The cost of dredging, sweeping and other work, so far, has been $7,781,494.21 and the plant, shops and surveys, &c., $3,618,522.60; a total of $11,400,016.81; the total number of yards of material removed consisting of very hard shale rock, hard pan, boulders, sand and soft blue clay amounted to 68,121,577 cubic yards, scow measurement.

The channel is now available for deep draught vessels of 15,000 tons and the new steamers *Laurentic* and *Megantic* of the White Star Line, of that tonnage, have been navigating the channel to Montreal during the season.

The total work accomplished is described in the report of Mr. V. W. Forneret, superintending engineer, in a concise and yet comprehensive manner. He has specified the dredging done in 1909 by each dredge, and the total number of cubic yards of various kinds of material removed during the season, to be 6,266,821 at a total cost of $527,268.77 or 8⁴¹⁄₁₀₀ cents per cubic yard.

In the five divisions of the channel where operations have been carried on, the work is completed in division 1, extending from Montreal to Sorel and in division 2, from Sorel to Batiscan, whilst progress was made during the season in division 3, Lake St. Peter, division 4, Batiscan to Quebec and in division 5 between Quebec and the Traverse; the total length of channel dredged during 1909, was 6·88 miles. Sweeping operations were carried on in a manner described in Mr. Forneret's report, showing that no filling in of any consequence had occurred nor were boulders found in the dredged parts. The gauge at Sorel, indicated that at no time during the season was the water in the channel of a less depth than about 31 feet, 30 feet 11 inches being the least depth registered: the greatest depth was 42 feet 7 inches.

In connection with the projects referred to, the physical features of the St. Lawrence river were taken into consideration and believed to be of a most favourable nature in regard to the question of filling in. Time and experience have proven the correctness of the opinion that no danger would arise from this cause. The yearly practice of sweeping has shown that no deposits of sediment of any appreciable extent have been made. The bottom of the channel being principally of a hard nature, no soft or movable material from within the channel, is liable to interfere with navigation except in one or two localities where coarse sand formed the bed of the river, and where dredging has been repeated. The principal source of the river being the great lakes, sediment is settled in these basins and does not reach the St. Lawrence and the general freedom from freshets arising from the entrance of streams, leaves the water clear. Ice in the spring of the year, however, dams the water at certain points, but so far this condition has not had any injurious effect.

Marine signal stations are established at twelve places from Quebec to Montreal and communication exists by a private through telephone system. The terminal station at Montreal was changed from the Harbour Commissioners building to the departmental offices at 223 Commissioner street, where more suitable quarters were obtained. Upon the suggestion of the Shipping Federation of Canada, the day signals were changed from flags to cones, balls and drums as the flags in calm weather could not be distinguished; the change proved more satisfactory. The signals at night are lights. The Sorel and Longue Pointe station buildings were raised and alterations made at Quebec to give better accommodation.

A most interesting event occurred in closing the negotiations, which had been carried on for two years, in connection with acquiring the old windmill for a station, at Verchères. This windmill has most interesting associations, having been built in 1690, and, not only forms a most picturesque land mark, but a most useful addition to the stations. An interesting account of its construction and some of the events which occurred in its vicinity, and in the early history of Canada, is recorded in the report of the superintending engineer of the ship channel.

I here record the annual official inspection made by yourself accompanied by representatives of the Shipping Federation of Canada, Montreal Board of Trade, La Chambre de Commerce, the Montreal and Quebec Harbour Commissioners and representatives of the Montreal and Quebec pilots, myself and other officials of the department. On the whole, satisfaction was expressed at the progress and permanent nature of the work, but the announcement made by you of the intention of the government to proceed with the deepening of the channel to 35 feet was greeted by still greater evidences of satisfaction.

The ship channel plant is now the most powerful, extensive and complete dredging equipment in the Dominion, and it is doubtful if a superior plant can be found anywhere, but the addition of stone crushers, one of which has been ordered as an experiment, will make the plant perfect for the further project of deepening this, one of the most important channels of the world.

The list of the different kinds of dredges, scows, stone lifters, tugs, and other portions of the equipment will be found in the report of the superintending engineer.

Tabular statements of the total amount of work done to date, as well as of the work performed in 1909, have also been prepared and furnish, at a glance, concise information. These tabular statements consist of details of the average depth of the water in the channel at low water when the channel was called a 27½-foot channel, from the years 1890 to 1906, and the average depth of water since it has been dredged to a 30-foot channel, from the year 1907 to the end of 1909; statement of progress of dredging operations to the close of 1909; statement of miles of dredging in each division to the close of 1909; statement of work done by each dredge during the year 1909 and statement of classification of disbursements for the fiscal year ending March 31, 1910, and cost per cubic yard of dredging.

The ice-breaking operations for the spring of 1909-10 are also described in detail in the same report and it will be seen that they were carried out in the winter of 1909-10 more successfully than it has been possible to perform this service in any previous winter season. This was largely due to the mild winter and the absence of the usual heavy ice, although, the river had been frozen over solidly from Montreal to Cap Rouge and an ice jam had occurred at the latter point. The ice-breaking work resulted in preventing floods between Three Rivers and Quebec, earlier navigation to Montreal and a longer season for dredging operations.

The report of the superintending engineer of the ship channel forms Appendix No. 3 of this report.

SOREL SHIPYARD.

At the beginning of the fiscal year, the staff of officers and workmen was busily engaged in making repairs to the vessels of the St. Lawrence ship channel and vessels belonging to other branches of the department, also to a dredge of the Public Works Department.

The ship channel fleet consists of nine dredges, nine tugs and complement of scows, coal barges, stone lifters, floating shop, &c., and three inspection boats; the ice-breaking tug *Lady Grey* belongs to the ship channel fleet.

The *La Canadienne* of the hydrographic survey service, the *Maisonneuve* of the light and buoy service on the Ottawa river, the *Shamrock* and *Acetylene* of the St. Lawrence river buoy service, and the *Verchères, Hosanna, Alpha,* and several scows of the construction of lights branch and dredge *International* of the Public Works Department, were the vessels undergoing repairs and fitting out for the spring and summer of 1909. The details of the principal part of the work done on the above-named vessels were described in the annual report of the previous year, therefore, the completion of the repairs and alterations needs only a reference here.

At the same time that repairs were proceeding, a staff of men was employed at construction on lighthouse tender No. 21, named the *Montmagny,* on dredge No. 19 and a tug No. 29.

During the rest of the fiscal year, the building of these vessels was continued and also No. 20—a stone lifting scow, and work was begun on construction No. 24—a dipper dredge.

Material was ordered for the construction of an elevator dredge, a sand scow and a coal barge and partly received during the winter of 1909-10.

The summer and fall work at the ship yard consisted partly of keeping the St. Lawrence ship channel fleet in repair and repairing tugs and barges taken to the slipway to be hauled out and overhauled. The following were placed upon the slip: the *Acetylene, Alpha* twice, barge *Beauport* for the Department of Public Works, the tug *Carmelia* and *Cartier.*

All buildings were kept in repair and painted. The narrow gauge railway was kept in working order and a crane installed over the standard gauge track in the ship yard. The crane has a capacity of thirty tons and is equipped for quick discharge of lighter weights.

The bending rolls purchased in 1908, were put under permanent covering by the erection of a new building as an extension to the boiler shop. The traveller in the boiler shop was altered, and its track extended to the new part of the building, so that plates can now be handled at the rolls and carried to the main shop, where the boilers are made.

The financial report of the director of the Sorel ship yard, shows the expenditure charged to the different branches for which the work was done, to be $1,132,423.81 for the fiscal year ending March 31, 1910. The report of the Director of the Sorel shipyard forms appendix No. 4 of this report.

DOMINION STEAMERS.

NORTHERN WATERS.

The 'Arctic.'

The *Arctic* is a single screw wooden vessel built in Keil, Germany, in 1901, and bought by the Department of Marine and Fisheries in 1904. She is 161·4 feet long, 37·2 wide, and 20·2 deep; she is 518 net, 762 gross tonnage, and 44 horse-power.

She is in command of Captain Bernier, and returned from her northern expedition on October 5, after a fourteen months' cruise. The officers and crew were in good health.

QUEBEC DISTRICT.

The 'Eureka.'

The *Eureka* is a single screw steel vessel, built in Glasgow, Scotland, in 1893, for the Department of Public Works, is now in the pilot service of this department. She is 94·7 feet long, 22 feet wide, 11·9 feet deep; 170 gross, 91 net, tonnage, and 40 horse-power.

The *Eureka* carries a crew of nineteen men, leaves Quebec early in the spring, and returns usually late in the fall. She was taken off her station on October 12, placed on Davie's patent slip, and on the 30th, replaced the *Champlain* while the latter was undergoing repairs, and again resumed the pilot service at Father Point, until December 2, when she was replaced by a surf boat, which disembarked the pilots of four vessels.

Pilots to the number of 1,185 were either embarked or disembarked by the *Eureka* during the season of navigation.

The 'Montcalm.'

The *Montcalm* is a powerful ice-breaker, specially designed for the St. Lawrence river service. She was built at Yoker, G.B., in 1904, and is a twin screw steel vessel, 245 feet long, 40·6 feet wide, and 15·7 feet deep; 526 net, 1,432 gross tonnage, 406 nominal and 4,250 indicated horse-power at a steam pressure of 220 pounds.

She is in command of Captain Edgar Pelletier, carries a crew of sixty men, and is employed during the season of open navigation, in the lighthouse and buoy service in the Gulf of St. Lawrence and Strait of Belle Isle.

She left Quebec, on her first trip, July 5, for Belle Isle, Newfoundland Coast, Bird Rock, Brion island, and the Magdalen islands. She carried workmen, lighthouse supplies, construction materials, and, after having made a very successful record-breaking voyage of over 2,000 miles in twenty days, returned to Quebec on July 25.

Returning from a second trip to the Magdalen islands, on August 15 she took a cargo of lighthouse supplies aboard, and sailed on the 20th for Anticosti, Gaspé, and Baie des Chaleurs, supplied forty-nine of the stations, sailed 1,000 miles, and returned on September 4.

She then supplied the north shore lights, relieved workmen on South West Belle Isle, returned to Quebec, and had her hull, boilers, and machinery overhauled and repaired in preparation for the winter service.

Assisted by the C.G.S. *Lady Grey*, the *Montcalm* kept the channel at Cap Rouge open all winter and opened the channel to Three Rivers, and from Three Rivers to Sorel and Montreal, before April 4.

These achievements are unique in St. Lawrence navigation, demonstrating the possibility of keeping the channel from Montreal to the sea open all winter.

By special departmental order, the *Montcalm* sailed to Seven islands on October 18, with thirty-two tons freight and twenty-seven bags of mail matter. She started on a second trip there on March 3, carrying twenty-three passengers, twenty-seven bags of mail matter and twenty-seven tons of freight, and making the round trip in three days.

The 'Druid.'

The *Druid* is a single screw steel vessel, built in Paisley, Scotland, in 1902. She is 160 feet long, 30·1 wide 12·5 deep; 149 net, 503 gross tonnage, and fifty-nine horse-power.

This vessel is in the buoy and lighthouse service of the Quebec agency of the Department of Marine and Fisheries from Platon to Father point. She is commanded by Captain Michel Gagnon and carries a crew of thirty-one men. During her operations, last season, she is reported to have sailed a distance of 12,824 miles and used 1,955 tons of coal.

Her hull, engine, and Marconi wireless telegraph instruments were put in good repair under the direction of the Quebec agency.

The 'Champlain.'

The *Champlain* is a screw, steel vessel, built in Paisley, Scotland, in 1904. She is 120 feet long, 30·3 feet wide, and 17·6 feet deep; 225 net, 522 gross tonnage, and eighty-seven horse-power.

This ice-breaker is employed all the year in the ferry service between Rivière Ouelle wharf and Cap-à-l'Aigle, St. Irénée, and Murray bay.

She made two round trips daily, from June 28 to October 16, except on Sundays, when only one round trip was made. She made only one round trip daily, during the balance of the year. She failed to cross thirteen times, owing to snowstorms and heavy ice, and rendered unusually good service during the last winter due to the mild weather which prevailed.

The *Champlain* was withdrawn from the service, on May 29, and entered the graving dock on the 31st of the same month.

During her absence, she was replaced by the steamer *Contest.* She resumed her operations on June 22. The *Champlain* was again withdrawn on October 30 to undergo repairs to her hull and machinery. She was replaced by the C.G.S. *Eureka,* and again resumed her usual services on November 18.

The *Champlain* employs a crew of twenty-five men, carried 8,961 passengers, a large quantity of freight, baggage, express and mails. She provided 914 meals to passengers.

The receipts for the fiscal year amounted to $6,301.78.

The 'Rouville.'

The *Rouville* is a screw steamer built at the government shipyard, Sorel, in 1906. She is 120 feet wide, and 16 feet deep.

She is commanded by Captain Aristide Belanger, carries nineteen of a crew, and is under the control of the lighthouse construction branch of this department.

She replaced the *Eureka* from October 12, to December 2, while the latter steamer was replacing the *Champlain,* then undergoing repairs. She went out of commission on December 9, and wintered in the Louise basin.

The 'Christine.'

The *Christine* is a single screw iron vessel, built in Glasgow, Scotland, in 1881. She is 126 feet long, 17·2 wide, and 9·9 feet deep; is 95 net, 140 gross tonnage, and forty horse-power.

She is under the command of Captain M. May, and was employed during the whole season in the preventive service, under the direction of the Department of Customs, but was repaired and fitted out by the Quebec agency of the Department of Marine and Fisheries.

NOVA SCOTIA DISTRICT.

The 'Lady Laurier.'

The *Lady Laurier* is a twin-screw, steel vessel, 214·9 feet long, 34·2 feet wide, 17·2 feet deep; 413 net, 1,051 gross tonnage, and 186 nominal horse-power. She was built in Paisley, Scotland, in 1902, and is employed in the lighthouse and buoy service in the Halifax agency of the Department of Marine and Fisheries.

The *Lady Laurier* was sent to deliver supplies to Cape Ray light station, Newfoundland, and on her way encountered ice off Whitehead, Nova Scotia, on March 30, 1909, which stripped her propeller blades, leaving the vessel helpless.

She left Whitehead in tow of the *Aberdeen* on April 1, reached Halifax on the 3rd, was hauled up on the marine slip on the 6th, had her fore body and top sides cleaned and painted and anchor chains renewed. Her deck planking and deckhouse were repaired and various minor repairs made.

Her boilers and machinery received a thorough overhauling, and repairs, in December, 1909. Hoisting gear and mast were repaired and propeller blades renewed.

She continued doing excellent work in the light and buoy service. January 28, while sailing west with buoys she lost her port propellor blades and, in consequence, had to return to Halifax and divers were employed to replace them.

From that time until March 31, she was continually employed in her usual service.

The 'Aberdeen.'

The *Aberdeen* is a single screw steel vessel built in Paisley, Scotland, in 1894. She is 180 feet long, 31·1 feet wide, 16·9 feet deep; is 266 net, 674 gross tonnage, and 200 nominal horse-power.

She is employed in the lighthouse and buoy service in Nova Scotia agency of this department.

The *Aberdeen* left Whitehead on April 1, 1909, taking the *Lady Laurier* which had her propeller blades stripped by ice, in tow, to Halifax, where she landed on the 3rd. On the 6th she sailed to Sambro and placed the gas buoy in proper position, which had drifted two and a quarter miles from its place; the steamer during the remainder of the month was placing buoys along the coast.

On May 7, she landed part of the humane establishment staff, cargo, and coal at Sable island and returned to Halifax, and continued placing and lifting buoys, until June 13, when off Devils island, her condenser began to leak and the ship, in consequence, returned to Halifax, where she remained until the 17th fitting, cleaning and painting.

She then resumed her operations until July 27, when she was docked at Halifax. She remained in dock until September 29, undergoing a general overhauling and repairs to her hull, machinery, and rigging. After leaving the dock, she took supplies for Flint island, Cape North and Cape Freels, Newfoundland. She left Cape Freels on November 8, taking five men on board and sailed for Sydney.

While at South Sydney, she took the harbour master, and proceeded to South Arm to move two wrecks which obstructed navigation there, out to sea. She failed to move wreck No. 1, but succeeded in moving No. 2. She proceeded to Halifax, visited Cerebus gas buoy and again sailed for Cape Freels, Newfoundland, on October 13, landed provisions, lumber, and men, at Cape North.

On November 4, she landed supplies at Sable island, left Halifax for Magdalen islands, on the 25th, and lifted Cape Bear automatic buoy. Indian point gas buoy, Tryon shoal buoy, Bedeque buoy, Zephyr rock, Cape Tormentine buoy, and other coast buoys, during the balance of the year.

NEW BRUNSWICK DISTRICT.

The 'Lansdowne.'

The *Lansdowne* is a wooden steamer built at Maccan, N.S., in 1884. She is 188·6 feet long, 321 feet wide, 15·8 feet deep; 463 net, 680 gross tonnage, and eighty nominal horse-power. She is employed in the lighthouse and buoy service of the New Brunswick agency of the Department of Marine and Fisheries. She was in the light and buoy service from the first of the fiscal year until August 17, when she was placed on the blocks at St. John, N.B., for repairs. The fore end of false keel was renewed, fastenings at lower end of stern post repaired, her bottom cleaned, repaired and painted, beam in after hold renewed, bulwark partly repaired, defective planking of bridge deck repaired around stanchions, caulked in after well deck; four ring bolts renewed, deck lights repaired, bulkheads renewed, life-belt lockers built, surf boat repaired, officers' and sailors' quarters renovated and painted, two new life buoys and forty life preservers were provided to replace old ones.

The engines and machinery were overhauled and put in first class condition and she then resumed the lighthouse and buoy service on September 17.

The vessel was employed in the lighthouse and buoy service until February 5, 1910, when she was put on Hilyard's blocks at St. John, N.B., for repairs to her bottom. On March 17, she sailed for Point Prim, P.E.I., to get an automatic buoy which had drifted ashore there and remained in the buoy service until the end of the fiscal year.

The 'Stanley.'

The C.G.S. *Stanley* is a single screw steel ice-breaker built in Govan, G.B., in 1888. She is 207·8 feet long, 32·0 feet wide, 17·9 feet deep; is 394 net, 914 gross tonnage and 300 nominal horse-power.

From the first of the fiscal year until April 13, she was in the winter mail service between Georgetown and Pictou, when she was placed on the Charlottetown-Pictou route and plied regularly there until the 27th. She was in the buoy service from that date until May 13, and then was in the service of the Charlottetown Steam Navigation Company between Charlottetown and Pictou until the 19th; and after placing the buoy between Cape Tormentine and Tryon shoal, she left on the 23rd for Pictou and laid up there undergoing repairs and painting until September 4, when she left for Halifax, was there placed on the marine slip, had her bottom painted and was transferred from the control of the Prince Edward Island agency to that of New Brunswick.

Necessary painting and repairs being completed the *Stanley* sailed for North Sydney where, on account of unfavourable weather, she remained until December 5, when she entered on the lighthouse and buoy service in which she remained until the end of the fiscal year.

During the month of April, the *Stanley* carried 19,097 packages weighing 2,097,670 pounds, freight, $1,475, carried 660 passengers, fares, $834, furnished 259 meals to passengers, $25.90, furnished 110 berths to passengers, $110.82. Total earnings for the month, $2,445.82.

BRITISH COLUMBIA DISTRICT.

The 'Quadra.'

The *Quadra* is a screw steel vessel built in Paisley, Scotland, in 1891. She is 174·5 feet long, 31·1 feet wide, 13·6 feet deep; 265 net, 573 gross tonnage and 120 horse-power.

This steamer is in the light and buoy service of the British Columbia agency of this department. She left Victoria for Carmanah station on April 18, also with building material and workmen for stations on the west coast of Vancouver island. She landed supplies at stations in the Gulf of Georgia, proceeded to Port Simpson, landing supplies enroute and placed a new buoy off Kitson bank and marking the entrance of Porpoise harbour. She was under the direction of the district engineer from June 8 to 29, and carried workmen and construction material to Race Rock, Carmanah, Triangle island and to the west coast trails, then delivered supplies to stations in the Gulf of Georgia, Pachena and Cape Beale and was placed at the disposal of His Excellency the Governor General for his trip to Alaska, on August 5, which service she performed until September 13.

She was engaged until November 6, conveying construction supplies to wireless telegraph stations at Deluge point and Triangle island, and in placing a gas beacon on Copper island.

From November 6 to 25, she was on an inspection trip and on her return to Victoria resumed the wireless stations construction service.

Wireless stations at Triangle island and Prince Rupert were supplied with construction materials, Vancouver rock and Dall patch gas buoys were relieved, and 'wireless' construction men were transferred from Triangle island to Prince Rupert.

The 'Newington.'

The *Newington* is a screw, iron vessel built in Hull, G.B., in 1889, and purchased by the department in 1908. She is 115·3 feet long, 21 wide, 11·5 deep; 61 net, 93 gross tonnage and fifty-eight horse-power.

This steamer is employed in the light and buoy service of the British Columbia agency of this department.

The 'Maude.'

The *Maude* was chartered for the months of November and December to deliver oil and supplies to the gulf stations and was under the control of the British Columbia agency.

The 'Leebro.'

The *Leebro* was chartered from May 10, 1909 to January 19, 1910, by the British Columbia agency of this department and was during that time in the maintenance and construction services.

The 'William Jolliff.'

The *William Jolliff* was chartered by the British Columbia agency of this department from July 10 until October 1, to take the place of the *Quadra* while the latter was put at the disposal of His Excellency, the Governor General and party.

MONTREAL DISTRICT.

The 'Maisonneuve.'

The *Maisonneuve* is a wooden, screw steamer, built at Smith's Falls, Ontario, in 1894, and was first called the *Gladys*. She is 75·7 feet long, 9·7 wide, and 7·3 deep; 18 net, 26 gross tonnage, and nine horse-power.

She is engaged in the lighthouse and buoy service of the Montreal agency of the Department of Marine and Fisheries. She began the season's operations on May 20, and from that date until June 10, was engaged in the inspection of the aids to navigation on the Ottawa river.

Between June 22 and July 18, the *Maisonneuve* was commissioned to do special service on Lake Champlain in connection with the Tercentenary celebration.

On her return, she resumed her usual services on the Ottawa and Rideau rivers until the close of navigation.

The 'Shamrock.'

The *Shamrock* is a single screw wooden vessel, built in Quebec in 1898. She is 117·3 feet long, 25 feet wide, and 9·7 feet deep; 161 net, 237 gross tonnage and sixty-one nominal horse-power.

She is employed in the lighthouse and buoy service of the Montreal agency of the department.

The 'Lady Grey.'

The *Lady Grey* is a twin-screw steel vessel, built at Barrow, G.B., in 1906. She is 172 feet long, 32·2 feet wide, 15·9 deep; 65 net, 733 gross tonnage and 353 nominal horse-power. She is fitter with sweeping apparatus for ship-channel work and two 12-inch pumps, each of which has a capacity of 2,500 gallons per minute.

She was employed during the year in the ship channel and ice-breaking services, on the St. Lawrence route.

The 'Alpha.'

The *Alpha* is a single screw wooden vessel built at Lévis, P.Q., in 1900. She is 47·5 feet long, 12·2 wide, 4·9 feet deep; 7 net, 20 gross tonnage.

The 'Hosanna.'

The *Hosanna* is a single screw wooden vessel, built at Sorel, P.Q., in 1893. She is 58·6 feet long, 23 feet wide, 6 feet deep; 59 net, 89 gross tonnage and nineteen horse-power. She is in the lighthouse and buoy service on the St. Lawrence river.

PRINCE EDWARD ISLAND DISTRICT.

The 'Earl Grey.'

1910

The *Earl Grey* is a new steel ice-breaker, specially designed for navigating the Strait of Northumberland in winter, to keep up steam communication between Prince Edward Island and the mainland.

She was built in 1909, at Barrow in Furness, G.B., by Vickers Sons & Maxim, and designed by Mr. Charles Duguid, Marine architect of the Department of Marine and Fisheries, and is 250·0 feet long, 47·7 feet wide, and 24·1 feet deep. Her tonnage is 2,357 gross and 930 tons net, with a displacement of 3,340 tons.

She is fitted with two double ended and two single ended boilers, each allowed a pressure of 180 pounds to the square inch, triple expansion engine of 800 nominal or 6,500 indicated horse-power, water ballast space of 101·11 tons, divided into nine water ballast tanks of the latest type and holding in all 739½ tons weight of water; five bulkheads with water doors and wireless telegraphy. She is classed at Lloyds 100A1.

The *Earl Grey* is fitted up in a superior manner as a passenger and freight boat. The accommodations for first class passengers being superior to the best passenger boats in the British isles.

The deckhouses on the promenade deck contain the first class passenger saloon, smoke room, official cabins and combined wireless telegraphy room and operators' cabin.

The deckhouses on the upper deck contain forward, dining saloon, entrance, pantry and cabin for stepward and purser and aft, mail room with cabin and store room adjoining.

The first class passengers' saloon on the promenade deck is finished in hardwood panelled, ceiling finished in pine, painted white and tastefully decorated. The sofa seats are upholstered in velvet plush of the first quality and the floor laid with pile carpet of fine quality. Mahogany chairs, sofas of handsome design, piano, tables and book cases form part of the furnishings of this saloon.

The entrance to the saloon is finished in a similar manner to the saloon and has black and white India rubber tiling; the stairway treads are also India rubber with brass nosings.

The smoking room is aft, it is panelled in the same manner and the seats are upholstered in leather.

First class state rooms are finished in enameled white. They are fitted up for one, two, three and four persons, and iron berths and sofas with hinged backs. The berths are all of sufficient size for comfort.

The main dining saloon is on the upper deck and has accommodation for sixty persons. The wood work is finished in hardwood panelling on the sides, and the ceiling is pine painted white picked out with gold ornamentation. The tables and sideboard are of mahogany and the chairs are upholstered in leather.

An extra suite of rooms has been provided and these are handsomely decorated. The day cabin has been finished in a manner similar to the other finish of first class quarters, and the sleeping cabin provided with a comfortable arrangement of berths, similar to the stateroom berths.

There are also official day cabins and official sleeping cabins fitted up and furnished in first class style. The rooms of the engineers, mail clerks, and Marconi wireless telegraph clerks are fitted up similarly to the officers' quarters.

The captain's day and sleeping cabin, pilot and officers' quarters are located in the deckhouse on the bridge deck. The chief engineer's room is fitted in a similar manner to the captain's cabin.

In addition to first class accommodation, furniture and general fittings, second class accommodation has been provided for passengers who pay a second class fare. The vessel has sleeping accommodation for fifty-five first class, and twenty second class passengers, and accommodation for sixty-eight of a crew, including officers, engineers, &c.

The quarters of the crew, firemen and oilers are situated forward and are provided with hammocks. There are also wash rooms and other accommodation for the men.

The steamer is heated throughout by steam, supplied from one of the main boilers passing through a main branch pipe making a complete circuit of the vessel. From the main pipe, special branches are carried to all compartments, with a valve at the point where the pipe enters and one where it leaves the compartment. All steam heating pipes are made of copper, steam jets are fitted for the heating of water in the bath, galley, pantry, &c. The cabins and saloons are heated by a single pipe 1½-inch in diameter at a suitable distance from the floor.

Fresh water service has been amply provided for by a system of pipes to all cabins, saloons, galley, pantry, baths and lavatories, and natural ventilation to all parts of the vessel forms a part of her very complete arrangement.

She is lighted throughout by electric light; the first class quarters, particularly the saloons, have incandescent lamps of sixteen candle-power inclosed in ground glass globes, while lamps of less candle-power are placed in some of the small apartments. She has also a search light.

The vessel has steam steering gear as well as an efficient hand steering gear.

The speed of the *Earl Grey* is seventeen knots an hour, a higher speed having been made in part of her run at her trial trip.

The cargo space is 'tween' decks with cargo ports 6 feet 6 inches square forward, and 6 feet 6 inches by 6 feet aft. The vessel is constructed to carry 600 tons dead weight on a draught not exceeding 18 feet, 500 tons of coal in her bunkers and water ballast in addition.

The *Earl Grey* is equipped with one hundred and sixty life belts and six life buoys, three life boats to carry one hundred and twelve people and three ship-boats to carry fifty-six people.

The vessel throughout is built exceptionally strong, being specially designed for ice-breaking and winter navigation, exceeding in many respects Lloyd's requirements; her machinery and equipment are according to the latest practice in the British isles for the construction of vessels. Her equipment, appointments, apparel, furniture, and finish are in all respects superior to the best channel passenger boats in Great Britain. Her total cost was $501,266.

The *Earl Grey* began the winter service on December 30, 1909, between Charlottetown and Pictou, ran until January 18, 1910, then went on the Georgetown and Pictou route from that date till January 25. She was on the Charlottetown-Pictou route from January 25 till February 18, when the vessel went to Georgetown on account of a snow storm. From February 18 until the opening of spring navigation, she remained on the Charlottetown-Pictou route. She rendered good service, only missing two trips and that on account of bad weather.

She made 39 trips, carried 81,593 packages of freight, weighing 8,136,385 pounds, 4,680·19 tons.

Her earnings were:

Receipts, freight	$6,044 74
" passengers, 1,493 F.C., 870 S.C.	3,043 00
" berths, 711	711 00
" meals, 953 supplied by contract	95 30
Total earnings	$9,894 04

The 'Minto.'

The *Minto* is a single screw vessel specially designed for ice-breaking. She was built in Dundee, Scotland, in 1899, and is 225 feet long, 32·7 feet wide, 18·0 feet deep, 372 net, 1,090 gross tonnage and 216 nominal horse-power, 2,900 indicated.

The *Minto* continued on the Georgetown-Pictou route until April 14, 1909, and then made her trips between Charlottetown and Pictou up to April 24. The vessel then entered upon the Marconi wireless telegraph service and was engaged until May 15, when she was laid up in Charlottetown. On June 5, she again entered the wireless telegraph service and remained in that service until June 21, when she again laid up at Charlottetown for overhaul of machinery. A thorough overhaul was given and repairs made to machinery and equipment during the time she laid at Charlottetown. She left the last mentioned port for Halifax on September 18, and was put on the marine slip for rivetting and painting the bottom of the vessel. She returned to Charlottetown and laid up until November 24, when she left to engage in the wireless telegraph service taking on board the operators from the outlying gulf stations, returned to Charlottetown on December 4 and left for Summerside on December 15, to take up the winter service on the withdrawal of the summer steamers.

She began the winter service on December 29, when she made a trip from Summerside to Cape Tormentine. On December 31, she went on the Charlottetown-Pictou route, where she plied regularly until January 4. From that date until February 3, she was on the Georgetown-Pictou route, and went again to the Georgetown-Pictou route on February 12.

She returned to Charlottetown on the 8th, went to Georgetown on the 12th, and from there sailed to the Magdalen islands, returning to Georgetown on March 14. From the 16th until the close of the fiscal year, she plied between Charlottetown and Pictou.

She was unusually successful during the last season, being detained only on January 11 and 26.

The *Minto* made forty-one round trips and one round trip to Magdalen islands. She carried 44,307 packages freight weighing 4,729,610 pounds or 2,364·4 tons.

Her earnings were:—

Receipts, freight	$3,362 63
“ passengers, 1,296 F.C., 453 S.C.	2,436 25
“ meals supplied by contract	61 50
“ berths	335 00
Total earnings	$6,195 38

The 'Brant.'

The *Brant* is a wooden vessel built at Charlottetown, Prince Edward Island, in 1899. She is 100·4 feet long, 19·1 feet wide, 8·5 feet deep; 58 net and 142 gross tonnage and thirty-three horse-power.

The vessel was in winter quarters at Charlottetown during 1908-9, and shipped her crew for painting and cleaning on April 16, 1909. She proceeded to place buoys in Charlottetown harbour for the buoy contractor on April 27. The vessel continued in the lighthouse supply and buoy service around the coast of Prince Edward Island and was also employed in conveying and placing large buoys at Magdalen Islands, and in towing a dismasted schooner from Pownal to Charlottetown, and in towing the dredge *Prince Edward* from Charlottetown to Souris. The vessel continued in the lighthouse and buoy service attending large and automatic gas buoys until late in the season and went into winter quarters on December 31. Her machinery was thoroughly overhauled and repaired in March, 1910, at Charlottetown.

UPPER ST. LAWRENCE RIVER AND GREAT LAKES.

The 'Simcoe.'

The *Simcoe* is a steel, twin screw vessel of 217 horse-power. She was built by Swan, Hunter and Wingham, Richardson, Limited, Wallsend-on-Tyne, England, and launched in 1909; is 180 feet long, 35·2 feet wide, 15·2 deep, 193·8 net, 437·63 gross tonnage.

She is employed in the lighthouse and buoy service on the Great Lakes and Georgian Bay.

The 'Scout.'

The *Scout* is a wooden, single screw vessel of twenty-seven nominal horse-power, built in Cardinal, Ontario, in 1900. She is 103·6 feet long, 25·6 feet wide, 9·2 feet deep, 70 net and 176 gross tonnage. She is fitted with powerful search and electric lights and was used in the buoy service between Montreal and Kingston during the fiscal year.

The 'Reserve.'

The *Reserve* is a screw, wooden vessel, built in Buffalo, N.Y., in 1884. She is 61·8 feet long, 15·3 feet wide, 4·8 feet deep, 36 net, 49 gross tonnage and thirty horse-power. She is engaged in sweeping the channel, towing and attending the buoys under the control of the lighthouse depot, Prescott.

The 'Lambton.'

The *Lambton* is a steel, single screw vessel of eighty-nine horse-power, hull built at the government shipyards, Sorel, P.Q., in 1908-9. She is 108 feet long, 25·1 feet wide, 12·7 feet deep, 323 gross and 182 net tonnage.

Her engines are triple expansion, inverted, direct acting, with working pressure of 170 pounds to the square inch, and built by Flemming and Ferguson, Limited, Paisley, Scotland.

She is in the lighthouse construction and superintendence service of this department.

HYDROGRAPHIC STEAMERS.

'La Canadienne.'

La Canadienne is a single screw, iron vessel, built in Glasgow, Scotland, in 1880. She is 154·3 feet long, 22·7 wide, 10·9 deep, 227 net, 372 gross tonnage, and sixty horse-power.

She is in the hydrographic service of the Department of Marine and Fisheries, and spent the last season above Rimouski, P.Q., in charge of Commander Irving Mills, with Captain H. J. McGough as sailing master.

She was laid up at the Louise basin, repaired and outfitted and supplied by the Quebec agency.

The 'Bayfield.'

The *Bayfield* is a steel screw vessel built in Meadowside, Patrick, G.B., in 1889. She is 140 feet long, 24·1 feet wide, 11·3 feet deep, 86 net, 276 gross tonnage and 160 horse-power. This vessel was first named the *Lord Stanley*; she was afterwards purchased from Messrs. Geo. Davie & Sons of Lévis, Quebec. She was overhauled and alterations made, and then named the *Bayfield.*

She was engaged in the hydrographic survey on the great lakes during the year.

The 'Lillooet.'

The Lillooet is a twin screw, steel steamer, 170 feet long, 27 beam, 15 feet deep, and has a displacement of 760 tons with 800 indicated horse-power. She is employed in the hydrographic survey in British Columbia and was built at Esquimalt, B.C., by Messrs. Bullen, and equipped with the latest devices for this service.

The 'Cartier.'

The *Cartier* is now under construction to replace the *La Canadienne.* It is expected that this new steamer being built in Great Britain will be ready to enter upon the hydrographic work during the season of 1910.

The 'Gulnare.'

The *Gulnare* is a screw steel vessel, 137 feet long, 20·5 feet wide, 13·6 feet deep, 106 net, 362 gross tonnage and sixty-four horse-power. She was built at Scotsoun, Glasgow, Scotland, in 1893, and is employed in the tidal survey service of this department on the east coast, but was employed by the Nova Scotia agency in other work during the months of June, July, September and October.

FISHERY PROTECTION CRUISERS.

The 'Princess.'

The *Princess* is a steel single screw vessel, built in Grangemouth, G.B., in 1896. She is 165 feet long, 26 feet wide, 17·7 deep, 252 net, 542 gross tonnage, and ninety horse-power.

She is engaged in the fishery protection service in the Gulf and River St. Lawrence, commanded by Dr. W. Wakeham, with Joseph Chalifour as sailing master.

After the close of her regular service, she was used for a trip to the Straits of Belle isle to return labourers sent to construct towers and lights there.

She wintered in Louise basin, Quebec. She was thoroughly repaired by the Quebec agency, under whose direction she operates when not in the fishery protection service.

The 'Curlew.'

The *Curlew* is a steel screw steamer 116·3 feet long, 19·8 feet wide, 11·3 feet deep, 96 net, 158 gross tonnage and fifty horse-power. She is engaged in the fishery protection service in the New Brunswick agency, of the Department of Marine and Fisheries.

The 'Petrel.'

The *Petrel* is a steel, screw vessel, built at Owen Sound, Ont., in 1892. She is 116 feet long, 22 feet wide, 10·3 feet deep, 98 net, 192 gross tonnage and fifty nominal horse-power.

She is engaged in the fishery protection service in the waters of the maritime provinces.

The 'Canada.'

The *Canada* is a steel, screw steamer built in Barrow-in-Furness, in 1904. She is 206 feet long, 25·1 feet wide, 13·3 feet deep, 136 net, 411 gross tonnage, and 209 horse-power.

She is employed in the fishery protection service in the waters of the maritime provinces.

The 'Kestrel.'

The *Kestrel* is a screw, wooden vessel built at Vancouver, B.C., in 1903, by the Wallace Shipbuiling Company. She is 126 feet long, 24 feet wide, 12·2 feet deep, 188 net, 311 gross tonnage and fifty-nine nominal horse-power.

She is engaged in fishery protection in the British Columbia waters.

The 'Falcon.'

The *Falcon* is a screw, wooden steamer, built at Port Moody, B.C., in 1902, and was formerly called the *Ruth*. She is 70·7 feet long, 17·8 wide, 7·4 deep, 48 net, 71 gross tonnage and fourteen nominal horse-power.

She is engaged in the fishery protection of British Columbia waters.

The 'Georgia.'

The *Georgia* is a wooden, screw vessel built at Victoria, British Columbia, in 1900. She is 60 feet long, 11·3 feet wide, and 5 feet deep, 23 net, 34 gross tonnage and twelve nominal horse-power.

She is in the fisheries protection of British Columbia waters.

The '*Vigilant*.'

The *Vigilant* is a steel, screw steamer built in Toronto, Ont., in 1904. She is 177 feet long, 22·1 feet wide, 13·2 feet deep, 243 net, 396 gross tonnage and sixty-five horse-power.

She is engaged in the fishery protection service in Ontario waters.

The '*Constance*.'

The *Constance* is a composite single screw steamer, 115·6 feet long, 19·6 feet wide, 11·2 feet deep, 126 net, 185 gross tonnage and fifty nominal horse-power. She was built at Owen Sound by the Polson Iron Works in 1891.

She is engaged in the fishery protection service in eastern waters.

The '*Lady of the Lake*.'

The *Lady of the Lake* is a single screw wooden vessel, built at Selkirk, Manitoba, in 1897. She is 105 feet long, 18·5 wide, 8·9 feet deep, 155 net, 201 gross tonnage and thirteen nominal horse-power. She is employed in the fishery service on Lake Winnipeg.

The '*Alcedo*.'

The *Alcedo* is a single screw vessel built at Ballard, Wash., U.S.A., in 1905. She is 69·7 feet long, 16·8 feet wide, 7·6 feet deep, 47 net, 70 gross tonnage and sixteen nominal horse-power. She is employed in fishery protection on the Pacific coast.

The '*Restless*.'

The *Restless* is a single screw wooden vessel, built at New Westminster, B.C., in 1906. She is 71 feet long, 17 feet wide, 7 feet deep, 53 net, 76 gross tonnage and sixteen nominal horse-power.

She is engaged in fishery protection on the Pacific coast.

The '*Hudson*.'

The *Hudson* is a single screw wooden vessel, built at St. John, N.B., in 1903. She is 57·7 feet long, 12·5 feet wide, 4·7 feet deep, 23 net, 34 gross tonnage and seven nominal horse-power.

She is employed in the fishery service in New Brunswick waters.

The '*Ostrea*.'

The *Ostrea* is a single screw wooden vessel built in Charlottetown, P.E.I., in 1902. She is 50 feet long, 13 feet wide and 4·5 deep; and is employed in the oyster culture service in Prince Edward Island waters.

The '*Nelson*.'

The *Nelson* is a wooden steam vessel, 64 feet long, 13·8 feet in breadth and 6·6 feet deep, gross tonnage 19·46, horse-power 8·16 nominal.

This small vessel is engaged in the fishery service in the Nova Scotia district.

The '*Thirty-three*.'

The *Thirty-three* is a steel boat, length 80 feet, beam 18·1 feet, depth moulded 8·3 feet, gross tonnage 79 tons, net 33 tons, indicated horse-power 160.

This steamer is employed in the fishery service in Nova Scotia.

REPORT OF ICE BOATS AT CAPE TRAVERSE, PRINCE EDWARD ISLAND AND CAPE TORMENTINE, NEW BRUNSWICK.

The ice boats were not required during the winter of 1909-10 on account of continuous communication by the two ice-breakers—the *Earl Grey* and *Minto.*

There are nine ice boats in the boat house at Cape Tormentine which need repairs. Seven ice boats have been repaired at Cape Traverse and put in first class order, which makes nine old boats in good repair and three new ones. Total ice boats at both capes, 21.

BUOYS AND BEACONS.

The buoys and beacons were maintained by the departmental steamers and by contractors and some additions made to the number in the different districts and provinces. The buoys added, consisted of various types and kinds and are known as gas buoys, gas and whistling, gas and bell, whistling, bell buoys, steel can and conical, spar and platform buoys. These kinds comprise nearly all the types of buoys used in Canadian waters, the others being wooden can and conical and barrel buoys. The highest types of buoys are the combined gas and whistling, combined gas and bell and gas buoy, the last is not an alarm buoy. Automatic whistling and automatic bell buoys without lights follow the lighted buoys in importance and cost.

The substitution of lighted buoys for unlighted ones, has taken place in several districts and many changes have been made with a view of improving the buoy service. The result has been for the year past a more efficient buoy service than formerly.

The agents of the department have reported in detail upon the work of maintaining the service, and have enumerated the changes made and the localities marked by new buoys.

The work performed by departmental steamers, while carrying out the buoy service, has also been detailed in the reports, the means employed and the dates specified at which the buoys were placed and raised.

The reports of harbour masters and others, who superintend the buoy contracts in various localities throughout the provinces, were received in connection with the accounts due contractors. These reports form part of the records of the department.

Complaints that were made regarding the absence or displacement of these aids received consideration, and agents, inspectors, harbour masters and contractors were given instructions to replace the buoys. Although the department has increased the number of steamers which now include in their work buoy service, yet it is not always possible to promptly restore buoys which are removed by storms or displaced by vessels and rafts in tow. Carelessness on the part of those in control of vessels is responsible for the removal of buoys in too many instances, and the department is often unjustly blamed for this state of affairs and delay in replacing the buoys. It is admitted, however, that in many cases the inspectors of contract buoys and contractors themselves, neglect to act as promptly as the importance of the service demands. The system of payment of harbour masters by fees on vessels entering a port, whose duty it is to inspect the buoy service, offers no inducement, in a great number of instances to perform inspection as the fees amount to very little in a large number of harbours. A better system of inspection would, doubtless, improve the contract service, but the cost would be very large and increase the expenditure for buoy service, which has already rapidly increased owing to the large number of expensive buoys placed in recent years, in our most frequented water ways. It should be remembered also, that there is no taxation on shipping for the buoy service and the cost of increase in number and improvement in this branch, is borne by the taxpayer and not specially by ship owners and mariners.

The details of the work done during the fiscal year 1909-10, and the number of buoys placed and maintained in position by the departmental steamers, will be found in Appendix No. 2 of this report. Inclosure No. 1 contains a statement by provinces of new warning or alarm buoys placed and improvements during the year; inclosure 2, contains a statement by provinces of warning buoys in service during the fiscal year; inclosure 3, is a statement by divisions of the number of gas buoys in service; inclosure 4, is a complete statement of gas buoys in operation throughout the Dominion.

The following list contains the number of buoys in different localities maintained under contract, or arrangement with harbour masters. The contract system by tender is no doubt the most economical with regard to cost, but the buoys are not always as satisfactory as those made and placed by the department.

In the St. Lawrence river between Montreal and Platon, a distance of 125 miles, the buoys were maintained under the Montreal agency and consisted of 66 gas buoys, 31 iron and 164 wooden spar buoys. The gas buoys were in operation from April 23 to November 28. Inspection of the whole distance was made weekly and at times oftener.

The total expenditure for buoy service for the Dominion for the fiscal year was $150,150.67, and by provinces as follows:—

Nova Scotia	$ 16,005 01
New Brunswick	18,905 43
Quebec, including Montreal agency	70,524 87
Ontario	13,387 12
British Columbia	27,549 93
Prince Edward Island	3,778 31
Total	$150,150 67

List of Buoys maintained by the Department of Marine and Fisheries in Canadian Waters in 1909.

ONTARIO.

	No. of Buoys.
Amherstburg, including Bois Blanc	38
Bay of Quinte (two contracts)	Govt. Str.
Bears Rump	1
Big Duck island, bell buoy	1
Blind river	4
Byng inlet	7
Campbell rock	1
Collingwood	15
Clapperton channel, 1 beacon and	9
Georgian bay	13
Green shoal, Govt. Str.	1
Goderich	4
Hawkesbury	Govt. Str.
Kaministiquia	9
Lake Erie, gas buoys	4
Lake of the Woods, including bell buoy	137
Lake Simcoe	5
Lake Superior, including bell buoy	8
Little Current	8
Lone Rock, gas and bell buoy	1
Lake Timiskaming	3
Midland	6
Murray Canal and Presqu'île bay	23
Napanee	14
Niagara, bell buoy	1
North Sisters rock	4

	No. of Buoys.
Orillia	18
Parry Sound	Govt. Str.
Pembroke	23
Pointe au Baril, beacons, 15	2
Pointe au Baril, buoys	6
Penetanguishene	10
River Thames, buoys	8
Rondeau	6
Sault Ste. Marie	21
Sault Ste. Marie, canal approaches	25
Sault Ste. Marie, gas buoys	5
Seine river and Grassey lake, piles	30
Seine river, buoys	10
South Baymouth	4
Stokes bay	6
Sturgeon bar, gas buoy	1
Saugeen river	9
Sturgeon river	26
St. Clair river, gas buoy	1
Sarnia, gas buoy	1
Southampton, gas buoy	1
Timagami lake, 4 beacons and	31
Trenton	Govt. Str.
Victoria island, Lake Superior	3
Waubashene	37
Winnipeg river	13

QUEBEC.

Amherst harbour	8
Anse à Gascons	1
Anse à Beaufils	1
Barachois de Malbaie	1
Bonaventure	9
Cap Chat	1
Cape Cove	1
Cap Meule	1
Carleton point	1
Chicoutimi	15
Cock point	1
Chaudière basin	7
Cape Despair	1
Douthes point	1
English bay	3
Eschourie rock	1
Fox river	1
Gaspé	6
Grand Entry	17
Griffin cove	1
Gros Cap-aux-Os	1
House harbour, Magdalen islands	7
Lake Temiskaming, viz:—	
Opemigon narrows	4
Montreal river	3
North Temiskaming, bushes and	9
Couvrettes camp	1
Browns point	1
Ville Marie channel bushes	
Lake St. John—	
River Ashapmuchuan	..
River Mistassini	..
River Peribonka	..
Roberval harbour	..
including beacons	115

Little river east	1
Little river west	1
Lachine rapids	7
Maria	1
Matane	3
Mont Louis	1
New Richmond	3
North channel, Island of Orleans	11
Nouvelle	2
Paspebiac	1
Pentecost	1
Percé	2
Port Daniel	1
Portneuf	9
Restigouche river	10
Restigouche river, gas buoys	6
Richelieu river, balises	..
Petit Rocher	2
Richelieu river, St. Antoine to Chambly	35
Richelieu river, above St. Johns	21
Rigaud river	7
Rivière à la Pipe, Lake St. John	8
Rivière des Prairies	10
Ste. Adelaide de Pabos	1
Ste. Anne river	1
St. Michel	4
St. Thomas	8
St. Godfroy	1
St. Lawrence river, between Platon and Montreal, gas buoys	66
St. Lawrence river, between Platon and Montreal, unlighted buoys	195
Serpent reef	..
St. Placide, in charge of Govt. Str.	52

LIST of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

QUEBEC—*Con.*

	No. of Buoys.		No. of Buoys.
Maintained by Quebec agency, gas-buoys including combined	33	Maintained by Quebec agency below Quebec, bell-buoy	1
Maintained by Quebec agency, unlighted buoys, can and conical	44	Maintained by Quebec agency below Quebec, whistling-buoy	1

NEW BRUNSWICK.

Bathurst	26	Miscou	9
Baie Verte and Port Elgin	36	Musquash	7
Bay du Vin	13	Neguac	21
Beaver and Blacks harbour	9	Neil harbour	1
Black brook, Miramichi river	3	Napan river, 24 stakes and	3
Blak Land gully	12	Northwest arm, Miramichi	10
Buctouche, 34 stakes and	22	Northeast arm, 24 stakes and	8
Buctouche river, bushes and buoys	260	Ox island, St. John river	5
Bartibogue, 12 bushes, 1 spar	1	Petit Rocher	2
Campobello	10	Pisarinco	2
Caraquet	15	Pokemouche, number of bushes and	7
Cocagne, stakes, 30 and	11	Quaco (maintained by C. G. S.)	3
Dalhousie and Restigouche	10	Richibucto and Albion	33
Digdequash	5	Richibucto, Rexton and Browns yard.	30
Dipper harbour	3	Salmon river	15
Dorchester	3	Shediac	18
Grande Anse	4	Shediac, North of island, 20 bushes and	2
Grand Lake	32	Shippigan, 17 pickets, 14 bushes and	20
Grand Manan, 1 spindle and	28	St. Andrews	15
Great Shemogue	7	Ste. Croix ledge, maintained by C.G.S.	11
Hatfield point, bushes	..	St. John river	76
Harvey	7	St. Louis, 35 bushes and 8 lamps	2
Hopewell cape	1	St. Simon bay Caraquet	4
Kouchibouguac and Black river, bushes	..	Tabusintac	20
Little Aldouane, 25 bushes and	5	Tracadie, South Gully, 30 bushes and	5
Lepreau	3	Tracadie, 100 bushes, North Gully	11
Letite and Back bay, 1 spindle and	14	Tynemouth creek	3
Little Shemogue, 1 beacon and	5	Washademoak, 144 bushes and	2
Little Shippigan	12	Waweig river	2
Magaguadavic	13	West Isles, 4 spindles and	23
Maquapit and French lakes, 20 stakes and	4	Whistling, gas, bell, can and conical buoys are maintained by C. G. steamers.	
Miramichi, 9 winter buoys, 1 lightship and	22		

PRINCE EDWARD ISLAND.

Bay Fortune	3	Miminegash	6
Beach point	3	Montague	9
Bedeque	11	Murray harbour	42
Belle river	1	New London, stakes and	9
Brae harbour	5	Orwell and Vernon river, 36 bushes	6
Brudenell river	4	Pinette, number of bushes and	5
Cardigan, Lower, 7 summer and 2 winter buoys	7	Port Hill	12
Cardigan, Upper	20	Pownal	7
Cascumpec, 12 stakes	14	Rollo bay	3
Charlottetown, 20 stakes	21	Rustico	5
Covehead	3	Savage harbour	2
Crapaud stakes and	6	Souris	6
East river (Hillsboro')	17	St. Peters harbour	10
Egmont bay	12	Summerside	10
Egmont south, 8 stakes and	2	Tignish	4
Georgetown	14	Tracadie	7
Goose harbour	2	West point	1
Grand river, 1 beacon and	12	Wood island	4
Grand river, lot 14	8	Maintained by agency (signal buoys).	4
Indian rocks	1	Maintained by agency (conical and can)	8
Little channel	1	Maintained by agency (gas and whistling buoys	5
Malpeque	16	Zephir rock (N.B. waters) gas only	1

List of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

NOVA SCOTIA.

	No. of Buoys.
Advocate harbour	6
Apple river	8
Arichat	20
Argyle river and sound	9
Avon river	6
Amherst basin	4
Barrington	36
Bear river	17
Beaver harbour, 8 winter buoys and	8
Blandford	5
Bridgewater	10
Brule	5
Canning or Habitant river	6
Canso and St. Andrew passage, 28 winter buoys and	31
Cape Negro or Northeast harbour	17
Cariboo	6
Chester	25
Cheticamp	12
Chezzetcook and Petpiswick	6
Christmas island and Barra strait	11
Clarks cove, West bay	3
Clarks harbour	17
Cockerwit pass and Woods harbour	20
Cooks cove, Toby cove	4
Calf island bay	5
Crow harbour	3
D'Escousse and Lennox passage	28
Digby and Annapolis, 5 winter buoys.	15
Dover	4
East Dover	3
East bay, Bras d'Or	8
Eskasoni	3
Fourchu harbour	11
French Village, St. Margarets bay	5
Great Bras d'Or	8
Gillis point, Boulacet	1
Guysborough	3
Glace bay	4
Hay cove	14
Harbour au Bouche (6 stakes)	4
Ingonish, South bay	7
Isaacs harbour, 9 white buoys and	12
Indian harbour	4
Jeddore, 5 winter buoys and	11
Jegogin	7
Judique	1
Ketch harbour	6
L'Ardoise	5
Lahave	12
Little Narrows	10
Little Dover	9
Little Bras d'Or	2
Liverpool	3
Lockeport	6
Lunenburg	8
Lunenburg, back cove	9
Lunenburg, middle south	16
Louisburg	7
Liscombe, 4 winter buoys and	6
Mabou	19
Mahone bay and Chester, Govt. Str.	12
Main-à-Dieu	6
Margaree harbour	9
Merigomish	6
Marie Joseph, 10 winter buoys and	13
Monsellier, 4 stakes and	6
McKinnon harbour	6
Musquodoboit	7
Martins brook	6
Meteghan river	2
Northport	11
North Sydney	5
Neils harbour	1
Parrsboro'	6
Petit de gras, 6 winter buoys and	14
Pictou	6
Popes harbour	1
Port Félix	11
Port Hood	7
Port Le Tour	15
Port Medway, Govt. Str.	9
Port Phillip	12
Port Morien	2
Port L'Hébert	12
Pubnico	18
Pugwash	9
Prospect Lower	10
Port Mouton	9
Port Bickerton, 3 winter buoys and	5
Pennant harbour	8
Pringles harbour	4
River John (stakes)	3
Roseway	3
St. Anns	5
St. Mary river, winter buoys and	9
St. Mary river, up to Sherbrooke, 5 winter buoys and	18
St. Peters bay, 4 winter buoys and	16
St. Peters inlet	10
Sambro	12
Shag harbour	15
Sheet harbour, 5 winter buoys and	9
Shelburne	25
Ship harbour, 5 winter buoys and	11
Ship rock	1
Shulee	8
Smiths island	2
Sydney	2
Shad bay	3
Sober island to Ecum Secum	21
Spry bay	6
Stoney Island	1
Tangier, 7 winter buoys and	4
Tatamagouche, 46 stakes and	18
Terrence bay	3
Tor bay, 8 winter buoys	19
Three fathom harbour	5
Tidnish, stakes and	5
Tusket (two contracts), (3 spindles)	30
Tancook island	3
Upper Prospect	4
Wallace	15
West bay	5
West Dublin and Crooked channel	13
Westport	3
Weymouth	13
Whitehead, 5 winter buoys and	9
West Chezzetcook	7
Yarmouth, 38 bushes and	12
Maintained by agency—	
(whistling buoys)	13
(bell-buoys)	37
(steel conical and can-buoys)	192
(gas-buoys)	5
(combined gas and bell-buoys)	6
(combined gas and whistling)	27
(light vessels)	2
Submarine Bell signal stations	3
Submarine Bells attached to gas-buoys.	1
Walton harbour	1

LIST OF BUOYS AND BEACONS IN BRITISH COLUMBIA.

The Acetylene Beacons in the Province in operation now number 30, and have given satisfaction during the year.

They are stationed at the following places :—

Copper Island.
Helen Point.
Coffin Island.
Vancouver Nrs.
Goose Spit.
Fog Rock.
Marked Tree.
Lookout Island.
Walker Rock.
Danger Reef.
White Rocks.
West Rock.
Zero Rock.
Holland Rock.
Pointers.
Lewis Reef.
Dock Island.
Dodd Narrows.
Ragged Ids.
Maude Island.
Klewnugget.
Ridley Island.
Boat Bluff.
Kelp Reef.
Nanaimo.
Gabriola Reef.
Gillard Island.
Chatham Point.
Watson Rock.
Coast Island.

The Acetylene Buoys in operation in the Province number 16, and are stationed at the following places :—

9½ *Buoys.*

Hodgsons Reef.
Vancouver Rock.
Banks Island.
Dall Patch.
Sandheads.
San Juan.
Kyuquot.
Skidigate.

8½ *Buoys with bells.*

Point Grey.
Comox.
Georgia Rock.

8½ *Buoys.*

Casey Point.
Haddington Reefs.
Barrett Rock.
Spire Ledge.
Alford Reefs.

The following list of buoys is arranged according to the waters in which the buoys are located.

Name of Buoy.	Position.	Description.
Hesquiat	Fairway harbour entrance	Whistle, steel, Black and white vert.
Half-tide rock	Hecate passage, Clayoquot sound	Platform, ball, red.
North bank	" "	" drum, black.
Vargas rock	" "	" ball, red.
Meares spit	Deception channel "	" black.
Stubbs spit	Stubbs Spit "	" "
Browning passage	West end of pass "	Spar, red and black, horizontal bands.
"	North shore bank "	Spar, black.
"	Middle bank "	" red.
Hankin rock	Mosquito harbour "	Platform, red and black, hor. bands.
Round island (north)	Round island bank "	Spar, black.
" (south)	Templar channel bank "	" red.
Templar channel	Village island "	Steel, can, drum, black.
Amphitrite point	Carolina channel, Barkley sound	Whistle, steel, red.
Sutton rock	Ucluelet harbour "	Platform, red and black, hor. bands.
Rosedale rock	Race rocks, Juan de Fuca strait	Steel can, black.
Whale rock	Esquimalt harbour	Spar, red and black, horizontal bands.
Patterson rock	"	Platform, black.
Canteen	"	" red.
Channel rock	Victoria harbour	" ball, black.
Songhees rock	"	Spar, black.
Hospital rock	"	Platform, ball, black.
Johnstone reef	Haro strait	Steel can, black.
Darcy shoal	"	" "
Sidney spit (east)	Sidney channel	" "
" (west)	"	Steel conical red.

Name of Buoy.	Position.	Description.
Sidney wharf (south)	Shoal, Sidney wharf, V.I	Spar, red.
" (north)	" "	"
Sidney rock	Rock "	Platform, red.
Colbourne passage (south)	Colbourne passage	" drum, black.
" (north)	"	" ball, red.
Celia reef	Shute passage	Steel conical, red.
Entrance point (Kelp rock)	Satellite channel	"
Batt rock	Ganges harbour	Steel can, black.
Horda rock	"	Platform, ball, black.
Benmohr rock	Trincomali channel	Steel can, red and black, horizontal bands.
Governor rock	"	Platform, ball black.
Victoria rock	"	Steele can, red and black, horizontal bands.
Virago rock	Porlier pass	Spar, black.
Porlier pass fairway	"	Bell, steel, black and white, vertical.
Grappler reef	Houston passage	Steel can, black.
Indian reef	Stuart channel	" "
False reef	"	" red and black, hor. bands.
White rock	Trincomali channel	Steel conical, red.
South east	False narrows	Spar, red.
East	"	" black.
Middle	"	" red.
West	"	" black.
Rosenfelt reef	Strait of Georgia	Steel can, cage, black.
Gossip reef	Active pass	Bell, steel, black.
Canoe pass	Robert bank	Steel can "
Sandheads	Channel across Sandheads	5 steel conical, black. 8 steel conical red.
Point Grey	English bay	Bell buoy exchanged for gas and bell.
Point Grey fairway	Burrard inlet	Ball, steel, red.
First narrows	South side of Narrows	Spar, red.
Burnaby Shoal	Vancouver harbour	"
Reef point	Strait of Georgia	"
Welcome point	Welcome pass	"
Tattenham ledge	"	Spar, black.
Snake island reef	Strait of Georgia	Steel conical, red.
Horswell reef	"	" "
Clarke rock	Inner channel	Platform, black.
Entrance	Nanaimo harbour	" triangle, black.
Oyster bay	Stuart channel	" black.
Boat harbour	"	Steel conical, red.
Reynolds point	"	Spar, red.
Gallows point	Nanaimo harbour	Platform, ball, red.
South channel	"	" diamond, black.
Middle Bank	"	" ball, red.
South channel (west)	"	" diamond, black.
Satellite reef	"	" ball, red.
Middle bank (southwest)	"	Spar, red.
" (west)	"	"
Carpenter rock	"	Platform, ball, black.
Mill stream	"	" black.
Passage rock	Newcastle island passage	" "
Departure bay reef	Departure bay	" ball, red.
Dorcas rock	Dorcas point, V.I	Spar, black.
Hornby wharf reef	Lambert channel	"
Reef bluff (south)	Baynes sound	Steel conical, triangle, red.
" (west)	"	" red.
Village point	"	" "
Grassy point	"	Steel can, black.
Kelp bar crossing (west)	"	Spar, red.
" " (east)	"	"
Atrevida reef	Malaspina strait	"
North reef	North end, Texada island	Spar, black.
Cortes island reef	Baker passage	Steel conical, red.
Shark spit	Marina island	" "
Whaleton rock	Whaleton bay	Spar, red.
Siwash rock	Johnstone strait	" black.

Name of Buoy.	Position.	Description.
Ripple reef	Johnstone strait	Steel can, red and black, horizontal bands.
Swan rock	Addenbrooke point, Fitzhugh sound	Spar, black.
Walbran rock	Fisher channel	Steel can, red and black, horizontal bands.
Bloxam bank	Telegraph passage, Skeena	Spar, black.
Centre bank	Skeena river	Steel nun, red.
Hazel point	Middle passage, Skeena	Spar, red.
Fairview reef	Prince Rupert harbour	Steel conical, red.
Tugwell reef	Metlakatla	Spar, black.
Harbour channel (west)	"	Platform, black.
" " (east)	"	"
Sparrowhawk rock	Cunningham passage	Steel can, red and black, horizontal bands.
Hankin reefs	"	Platform, red.
Dodd passage	Port Simpson	Spar, black.
Harbour reefs	"	Steel conical, red.

Spare Buoys in Stock.

8½ type gas buoys	7
9½ " "	5
11 " "	2
7½ " beacon	3
Can buoys	5
Conical buoys	3
Platform	2
Spar	.
Whistling	1
Bell	1
Total	29

METEOROLOGICAL SERVICE AND MAGNETIC OBSERVATIONS.

The new phases of work in connection with meteorological and magnetic observations, taken up and the extension of the field of operations has caused this service to become more generally useful. A large increase has taken place in the requests for information made by immigrants from Europe and the United States, regarding the climate of the country where they wish to settle. The information has been furnished by voluntary observers who have been giving similar information for twenty years past.

Requests are also increasing for meteorological data for use in the settlement of legal cases, regarding damage byweather.

The number of voluntary observers is largely over two hundred, most of whom have reported during the year. Other observers are paid according to the importance of the station. The staff in receipt of pay during the year numbered 248, of which twenty-four were on the permanent staff of the Central Office, nine employed temporarily at the same office and seven are retained permanently at chief stations where they devote the whole of their time to the work. The total number of stations from which reports are received is 454.

The new meteorological building at Toronto was completed during the year and is spoken highly of for its utility and fine appearance. The architect who designed the building and the officer who had charge of construction, both of the Public Works Department, have received great praise.

The extensions of forecasts and storm warnings which were proposed in 1908 for Newfoundland, took place during the year 1909, and meteorological bulletins have been sent similar to those received in the maritime provinces. Newfoundland is not as well situated geographically for forecasting as the maritime provinces, as a certain percentage of high and low areas approach the island from the territory between Labrador and Hudson bay, while others move northward from the Atlantic, and, it is only from barometric changes occurring at Bermuda and Sable Island, that their approach may be suspected. The Newfoundland government has established valuable stations at Point au Basques on the extreme west, and at Burin in the south, both of which stations forward bi-daily reports to Toronto.

The chain of barometric stations established in the summer of 1908, in the Mackenzie River valley, are furnishing most valuable observations of atmospheric pressure in the far north.

The director asserts, in his report, that it is doubtful whether there is any other region of the globe where the distribution of atmospheric pressure has so pronounced an effect on weather conditions as in southern Alberta. This appears, from the report to be due to north winds from high latitudes meeting mild ocean air from the west still further raised in temperature by chinook effect.

The observatory on Sulphur Mountain, located at a height of 7,484 feet, was built ten years ago, and is now beginning to produce facts concerning the movements of the upper strata of the atmosphere, which will be of value in the study of the climate of our western plains.

Inspection of stations took place throughout Canada and at the stations in Newfoundland and Bermuda.

The importance of visiting Bermuda is seen by the fact that the weather forecasts for Newfoundland, are made partly from Bermuda observations. Some important and necessary improvements were made at this station.

The first inspection of the Peace river stations were made during the year.

Between April 1, 1909, and March 31, 1910, 1,895 warnings were issued to ports on the great lakes, Gulf of St. Lawrence and maritime provinces, 92 per cent of which were verified and thirty-one warnings to Pacific coast ports, 77 per cent of which were verified.

Fruit growers were supplied with forecasts for frost in the Niagara districts, and warnings were furnished railways, of snow falls and drifts.

Volcanic disturbances were recorded on the seismograph at Victoria, B.C., and Toronto; the vibrations on the Victoria seismograph exceeded the scale of the instrument, in striking contrast to the small movement recorded at Toronto.

The time service has been continued, but from the new building, where several of the clocks have been placed. During the year ninety-one observations for time were made, two being solar and eighty-nine were sets of stars taken in the meridian of the observatory. The transit in its new position operated much more satisfactorily than in the old observatory and the sidereal clock was much steadier, due to the uniform temperature of the new clock room.

The equatorical telescope has been overhauled and mounted on a pedestal, the difference in level between the old and new observatories has been ascertained. The time exchanges with Quebec, Montreal and St. John, N.B., have been continued and the results shown in a table.

Appendix A to the report of the Director of the Meteorological Service, contains the account of the operations at St. John, N.B. It will be seen that forecasts of the weather are telephoned to all the offices of the New Brunswick Telephone Company at six o'clock in the morning, and displayed on forms in the office. This valuable work is done gratuitously by the company.

Automatic clock signals are transmitted direct from the Standard mean time clock over the Western Union lines throughout the maritime provinces. These signals are automatically repeated from the land lines to wireless telegraphy at Camperdown, N.S., and distributed to ships at sea within the zone of the Marconi station.

Appendix B of the directors report is the report of the observer at Quebec, who states that the observations were taken as usual.

The report of the Director of the Meteorological Service contains also a report on the work at the magnetic observatory at Agincourt, Toronto. The report states that it is very evident that the observatory holds an important place as a base station for the science of terrestrial magnetism in Canada, and also, as a centre at which the standard instruments of other countries may be compared with those of the Dominion.

Mr. Jackson of the meteorological staff was appointed meteorologist for the *Arctic* expedition of 1908-9, and obtained magnetic values at a number of places during the cruise. The determinations will be a valuable contribution to the science of terrestrial magnetism. The table will be found in the report of the *Arctic* expedition.

METEOROLOGICAL BUILDING.

During the year, the new Meteorological building which had been under construction for some time, was completed. It is situated on the corner of Bloor street and Devonshire Place, Toronto. The lot upon which the building has been erected is 274 feet 4 inches in length along Devonshire Place, by 150 feet 2 inches in width on Bloor street.

The building is 88 feet in length by 57 feet in width. The front or north elevation is on Bloor street and the east elevation and tower on Devonshire Place. The building throughout is substantially built of hard pressed brick and the exterior walls lined inside with porous brick, all laid with Portland cement and lime mortar.

The foundation walls are of stone, built with Portland cement and lime mortar and plastered inside with the same kind of mortar, placed on the stone work. The basement floors are made of concrete, smoothly laid and finished.

The beams, girders, lintels, posts, rafters and purlins are of steel, covered with cement and lime mortar.

Tile floors are laid in the first and second floor, hall, corridors and stair landings, and hearths and fireplaces are built of the same material. The stairs are built with steel stringers, cast iron newel posts and wrought iron balustrades and the treads are of slate.

The outside is given a handsome appearance by the cut stone-work which forms the plinths, copings of area, steps, door and window sills, jambs, mullions, transoms, heads and arches of windows and doors, eave cornices, corbels and belt cources, gables and chimneys.

The basement contains the seismograph and barograph room where photographs are also developed, test room for recording instruments, a printing room where the weather chart plates are moulded and forecast bulletins printed, spare room for messenger and caretaker, store-room, lavatory, boiler-room and coal bunkers. A corridor runs the length of the building in the centre of the basement from east to west from which the several rooms are entered; and an entrance is made from the east end of this corridor to the lower part of the tower. The stairway with landing leading to the first floor completes the arrangement of the basement.

The first or ground floor of the building contains a vestibule inside the main entrance, the main hall in the middle of the building, a stairway and landing at the south end of the hall, the rear entrance to the building and a corridor in the centre of the building running from east to west at right angles to the main hall from which corridor the offices are entered. The Director's room is on this floor, the forecast and map-room, record-room, two offices for the principal assistants of the Director, secretary and stenographers' room, clerks' room, transit and clock room, lavatories and other toilet rooms. In the tower on this floor the magnetic records are kept. The transit instrument and clocks rest on pedestals built on footings resting on the ground.

The second floor contains a hall and a corridor arranged similarly to the ground floor corridor, large library, three officers' rooms, telegraph office, photograph room, instrument and store-room, stairway and landing and a vault in the tower for valuable records.

The attic contains apartments for keeping reports, charts, books and papers and a stairway leads from it to the dome room in the tower. The dome room contains numerous windows separated by pillars on the outside; underneath the stone sills of the windows a balcony surrounds the tower supported by brackets and a cornice. The upper part of the tower containing the dome is less in diameter than the main body of the tower and is finished outside with window heads and cornices of stone. The dome rests and revolves upon a track within the tower. Openings are made in it for observations with the telescope which, with its carriage is mounted on a pedestal of concrete in the centre of the tower, having its foundation on a footing level with the foundation of the tower itself.

The inside of the main building is handsomely finished in hardwood with the natural colours retained and the iron work painted.

The heating, lighting and plumbing are of the latest practice and the whole edifice is a handsome and spacious construction, affording every facility for carrying on the Meteorological service of Canada at the central office.

The outbuildings are two, and consist of a transit house with chronometer room, and a workshop, both built of clinker bricks, wooden beams, joists and rafters.

The workshop is equipped with a dynamo, shafting and pulleys and necessary tools for mechanical work required in connection with the central and other stations.

The grounds are not yet completed but when finished will be terraced and have granolithic walks where necessary.

The building was constructed by the Public Works Department for the use of this department.

The report of Mr. Stupart forms Appendix No. 8 of this report.

CORRESPONDENCE AND RECORD BRANCH.

The Records branch of the department embraces the receiving and despatching of letters. The letters and telegrams received are registered, numbered, stamped with date received, indexed, placed on files and the files charged and distributed to the officers who take action upon the letters and telegrams. Copies of letters are placed upon the files, and the files examined to ascertain if all letters have been answered or acknowledged and then they are discharged and placed in receptacles.

The registering of letters consists of entering the number of the file and a brief synopsis of the subject of the letter; the indexing includes pages of personal names in a book, and the card system, locality names, subjects and vessel names. The number of communications received during the year was 47,000.

The letters and telegrams despatched are copied in letter press books and indexed. The number of letters despatched during the year was 30,000. The increase in the numbers of letters received and despatched during the last ten years, shows the growth of the work of the department and consequent increase of staff, as a whole, including the records branch. An establishment book is maintained in this branch in which the names of all employees of the department are recorded.

The letters received in 1901 numbered 18,741 and despatched 13,000, while in the past year 47,000 were received and 30,000 despatched.

WRECKS AND CASUALTIES.

Captain Demers, Wreck Commissioner, reports thirty-two investigations into casualties in Canadian waters up to January, 1910. Decisions were rendered on all except one.

The number of Canadian vessels wrecked in foreign waters, and foreign vessels wrecked in Canadian waters during 1908-9 was, sea-going, 71 totally and 221 partly wrecked; the loss was $77,383, and thirteen lives were lost. In the inland waters, thirteen vessels were totally wrecked and thirty-eight partly wrecked; the loss was $369,383 and eleven lives were lost. The total loss of lives was twenty-four.

The total tonnage wrecked was:—

Sea-going	772,583
Inland	31,783
Total loss of tonnage	804,366
The total loss was	$1,139,766

PILOTAGE.

Reports for the calendar year 1909 have been received from twenty-one pilotage authorities. They are published in full in Supplement No. 1 to the annual report for 1909, and contain information respecting the number of pilots, the number of vessels piloted and the financial transactions in each district. The number of 'branch pilots' in active service, according to these reports, was 382, and the gross earnings were $415,039.31.

The Montreal and Quebec pilotage districts are under the direct control of this department and under the supervision of Captain Demers, chief examiner of masters and mates, who submitted the pilots of both districts to the Holmgren sight test, which is used by the British Board of Trade.

MARINE SCHOOLS.

The report on marine schools, by Captain Demers, which forms Appendix No. 9, gives information respecting the number of lectures delivered, the attendance at each school and the total number of seafaring men who availed themselves of the teaching imparted at those schools, respecting their occupation. Regret is expressed that the importance of the lectures is more generally appreciated.

Seven schools were open during the winter season and 206 lectures delivered to a total attendance of 2,676 seamen; 626 of this total attended the school at Victoria, and 850 the one at Vancouver, B.C.

MASTERS AND MATES.

Certificates of competency issued to masters and mates of inland waters for the year ending December 31, 1909.

Masters	150
Mates	130
Sea-going—	
Masters	13
Mates	25
Second mates	25
Certificates of Service—	
Masters	3
Mates	1

Total receipts derived from certificates, $3,324.

SHIPPING AND DISCHARGING OF SEAMEN.

As may be seen by reference to Appendix 44 of the supplement to the annual report for 1909, the shipping masters at many ports fail to send returns, as required by the Shipping Act.

The number of seamen shipped, discharged, and the amount of shipping master's fees are:—

	Seamen Shipped.	Seamen Discharged.	Fees Collected.
Quebec	6,948	1.428	$ 2,768 09
New Brunswick	2,503	892	1,518 10
Nova Scotia	7,373	5,799	5.572 30
British Columbia	3,460	3,249	2,477 40
Prince Edward Island	218	205	161 50
	20,502	11,573	$12,497 39

HYDROGRAPHIC SURVEY.

The hydrographic survey work is in charge of Mr. J. Stewart, who has reported upon the work in the different waters in which the hydrographic survey staff has been employed.

The same surveying parties as were engaged last year were placed at work, but in slightly different localities.

The party on the great lakes under Captain Anderson, was moved from Lake Superior to Lake Ontario, working off the south shore of Prince Edward County. Fair progress was made but sufficient work was not done to make it possible to publish a chart of the season's operations here, but the work will be continued.

The party on the Atlantic coast under command of Captain Miles worked in the St. Lawrence river opposite Bic, and considering the very bad weather, made very fair progress on the steamer *La Canadienne.*

The work of the party is now in the printer's hands and the chart will be issued next season.

In July last, a contract was entered into by the department with Swan Hunter & Wigham Richardson, for the construction of a new and more powerful steamer to replace *La Canadienne,* which has been found unable to cope with the strong currents encountered in passing to and fro on the river.

The party on the Pacific coast has been divided in two, one working from the steamer in Dixon entrance in the approach to Prince Rupert harbour. Quite an area in the middle of Dixon entrance, left undone by the admiralty surveying ship, was sounded over, and some work done in Masset inlet.

The other party worked in more sheltered waters in the channels approaching the same harbour from the south. Here too, very bad weather was experienced. About two-thirds of the days were rainy and a considerable number of the other had a good deal of wind, so that work in this locality was necessarily very slow.

They surveyed part of the approaches to Skeena river and completed the triangulation of the channel southeast of Lawyer island preparatory to taking up the sounding in the season of 1910.

The fourth party under Mr. Chas. McGreevy, completed its work in Cumberland basin, N.S., and moved to Tatamagouche bay, there to ascertain what facilities there were for building wharfs.

The fifth party under Mr. Pinet was engaged in the continuation of the survey of Lake of Two Mountains, Ottawa river. This work was almost completed and will require only a few weeks of the season of 1910.

During the fiscal year, fourteen charts of various parts of the waters of the Dominion were placed on sale to the public, and the demand therefore has been very reasonable.

SICK AND DISTRESSED MARINERS.

Under the provision of the Canadian Shipping Act, chapter 113, Part V. s. 384 R.S,. dues of 1½ cents per ton, registered tonnage, are levied on every vessel entering any port of the provinces of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia. The money thus collected forms the 'Sick Mariners

Fund.' Vessels of the burden of one hundred tons and less pay the duty once in each calendar year, and vessels of more than one hundred tons registered tonnage, three times in each year.

The officers and seamen of all fishing vessels not registered in Canada, do not pay 'Sick Mariners' Dues,' nor participate in the benefits accruing therefrom, but such vessels registered in Canada may pay dues and participate in the benefits, but if of more than one hundred tons, only for the voyage at the beginning of which payment has been made, but vessels shall enjoy the same rights and benefits as are enjoyed by vessels which pay dues but are not engaged in fishing.

The receipts for the fiscal year ended March 31 last, amounted to $53,732.31; the expenditure for the several provinces for sick seamen amounted to $63,709.16, and for distressed seamen, $2,640.10, total, $66,349.26.

The receipts of sick mariners' dues from each province are as follows:—

Quebec	$13,402 80
New Brunswick	9,412 88
Nova Scotia	16,844 87
British Columbia	13,744 10
Prince Edward Island	327 66
Total expenditure	$53,732 31

The expenditure for each of the provinces is as follows:—

General account	$ 1,484 33
Nova Scotia	28,763 48
Prince Edward Island	2,874 33
New Brunswick	8,210 46
Quebec	11,495 24
British Columbia	10,881 32
Total expenditure	$63,709 16

The 'Sick Mariners' Act' does not apply to the province of Ontario, so no dues are collected from vessels in that province.

At the port of Quebec, sick mariners are cared for at the Jeffery Hale and the Hotel-Dieu hospitals, at a per diem allowance of $1.50 per seaman, including medical attendance and board.

At the port of Montreal, sick seamen are cared for at the General hospital and at the Notre Dame hospital. The charge per diem for each seaman, including board and medical attendance is $1.50.

At the port of Chicoutimi, sick seamen are cared for at the Hospital St. Valier; the charge per diem, for each seaman, including board and medical attendance is $1.20.

Marine hospitals are maintained in Louisburg, Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper, in the province of Nova Scotia; and the sick seamen at Halifax, N.S., are cared for in the Victoria General hospital at $1.50 per diem per man, including board and medical attendance.

At Charlottetown, Prince Edward Island, sick seamen are cared for at the Charlottetown and Prince Edward Island hospitals under arrangements made by the department with the managers of those institutions at $1.50 per day.

The Marine hospital at Victoria, British Columbia, has a medical superintendent who receives $600 per annum, and a keeper whose salary is $600 per annum. He is also allowed $5 per week for the board and attendance of each sick mariner.

At Vancouver, sick seamen are attended at the Royal Columbian hospital at a cost of $1 per day each.

At St. John, N.B., sick seamen are attended at the General Public Commissioners' hospital at a cost of $1.50 per day each.

Where no hospital is maintained at the maritime provinces, Quebec and British Columbia, the collectors of Customs are authorized to care for sick seamen when the vessels to which they belong have paid 'Sick Mariners' Dues.'

Statement of receipts and expenditure on account of 'Sick Mariners' and 'Distressed Seamen' from the fiscal year 1900 to 1909, both inclusive.

Year.	Receipts.	Expenditure.
1900	$59,971 84	$32,743 30
1901	59,783 34	34,944 93
1902	65,853 83	51,827 12
1903	64,851 55	48,151 48
1904	61,778 29	50,801 78
1905	58,372 34	51,000 18
1906	60,183 90	50,120 42
1907	44,704 59	37,362 11
1908	69.364 45	59,957 92
1909	53,732 31	66,349 26

The total amount of salaries paid to medical officers for the fiscal year was $12,995.82, and the total number of seamen treated was 3,629.

The report of C. H. Godin, M.D., medical superintendent of Marine hospital service, forms Appendix No. 18.

WRECKING PLANT.

The yearly subsidies were paid to contractors when they became due and proof shown of the maintenance of the plant in readiness to render assistance, in cases of casualties to vessels. The amount of the subsidy to each contractor is $10,000 per annum, paid semi-annually.

The contracts were made for a period of five years with each contractor. For the lower St. Lawrence the contract was made with Messrs. Geo. T. Davie & Sons, Lévis, P.Q., headquarters of the salvage plant, at Quebec; for the maritime provinces with the Dominion Coal Company, headquarters of the salvage plant, North Sydney, C.B.; for British Columbia, the British Columbia Salvage Company, headquarters for the salvage plant Victoria.

The following is a list of vessels assisted or salved by the plant of The Dominion Coal Company, Limited, during 1909.

May 25.—Schooner *J. & L. Irving* loaded with a full cargo of coal went ashore at Big Bras d'Or. Tug *C. M. Winch* went to her assistance immediately, and, after transferring part of her cargo into another schooner, succeeded in pulling her off, after which she was towed to North Sydney.

June 15.—The American fishing schooner *Arthur Binney* went ashore on Forchu rocks. Tug *Douglas H. Thomas* went to her aid immediately, but on account of the high sea running at the time, no assistance could be rendered. The tug made several trips to the scene after June 15, but it was not until June 28, that the sea permitted her to get close enough to the schooner to attach a hawser. On the latter date both the tug and the ss. *Cape Breton* pulled on this schooner, but they were unable to move her. The steamer parted her 12-inch hawser in her efforts to save this vessel.

June 15.—At the request of the owners of schooner *Baltic,* which vessel was ashore near Grand Narrows, a diver and his assistant were sent with complete diving outfit to that place. They were absent two days, during which time they rendered satisfactory services to the owners of this vessel.

June 29.—SS. *Bonavista* while on her way to Montreal, picked up steam yacht *Scionda* in a helpless condition, off St. Dennis in the River St. Lawrence. The steamer took crew off yacht, but owing to the latter making water so rapidly, she was obliged to beach her on Crane island.

July 27.—SS. *Cairngrag* was reported to be ashore at Dover island, near Canso, and tug *Douglas H. Thomas* proceeded immediately to her assistance. Tug returned on July 28, and reported that wreck had broken up in the heavy swell shortly after running aground.

August 13.—SS. *Jeanara* ran aground at Cranberry Head. The steamers *Cape Breton* and *Coban* and tug *C. W. Winch* were sent to her aid immediately, and she was floated by them at high water on the following day. The prompt action of our wrecking fleet saved this steamer from being a total loss as she was in a most dangerous position being aground in one of the worst locations on the coast.

August 19.—At midnight on the 19th the company was requested to try to locate the son of the lighthouse keeper at Scatteri, who was reported to be long overdue in a gosoline launch from Mainadieu. The steamer *Louisburg* and tug *C. M. Winch* were immediately sent in search and cruised around continually until midnight on August 20. In the meantime, this man had been picked up near Scatteri.

August 21.—Steamer *Sandsend* arrived in Sydney harbour with her bulwarks started and cargo shifted. The tug *C. M. Winch* was sent to render her assistance, but her services were declined by captain.

September 2.—Received information that an unknown steamer was ashore at Lingan Head. Tug *Douglas H. Thomas* proceeded to the scene at once, and while nearing there, she met steamers *Tyrian* and *Gladiator* who reported that schooner *Myrtle* ran aground at Lingan Head during the night of September 1, and the above two steamers tried to float her, but she went to pieces in the heavy sea.

November 17.—Received information from captain of schooner *Argosy* that his vessel was ashore at Grand River, C.B. The tug *Douglas H. Thomas* was despatched immediately but, owing to the unfavourable weather conditions, she could not get into Grand River.

November 16.—Schooner *Myrtle V. Hopkins* went ashore on Livingston shoals, near Lowpoint, during a heavy gale. Tug *C. M. Winch* went to her assistance, but, owing to a very heavy sea running, nothing could be done.

December 20.—Received information that the ss. *Corinthian* was ashore at Georges island, in Halifax harbour. The services of *Douglas H. Thomas* and *Louisburg* and also *Bonavista* were offered for salving purposes, but her agents declined.

January 5, 1910.—Information was sent by telephone from the agent, Marine and Fisheries Department, Halifax, that seventy-eight men in fishing boats were driven to sea from Whitehead in a blizzard during the night of January 4. The ss. *Cabot* which was then discharging her cargo at Goldboro, sailed immediately in search of the fishermen. The ss. *Coban* was also despatched from Sydney. The *Cabot* arrived at Whitehead at midnight January 5, with twelve of the missing men and one boat. She sailed again and continued searching until January 8, midnight, when she arrived at Goldboro. The *Coban* returned to Louisburg January 7 and reported having cruised twenty-five miles S.E. and W. of Whitehead buoy, but saw nothing of the missing boats. The ss. *Cape Breton* which sailed from Sydney for Halifax and arrived at the latter port January 8, reported having cruised from twenty-five to forty miles off shore between St. Esprit and Beaver, over thirty-six hours, but saw nothing of the missing boats.

January 8.—Received word from New York that steamer *Hirundo* was reported by wireless as having broken her shaft in latitude 40° 23 min. longitude 56° 41 min. west of Paris. The *Douglas H. Thomas* and *Cacouna* were both despatched in search of the disabled steamer. Both vessels returned January 10, having seen nothing of *Hirundo*. The *Cacouna* resumed search again on January 11. On January 14 the company was notified that the disabled steamer had arrived at St. Johns, Newfoundland.

January 25.—Ferry steamer *Hygia* lost her propeller on way from Sydney to North Sydney, and was obliged to anchor. Tug *C. M. Winch* went to her assistance and towed her to North Sydney.

The services rendered by the plant of Messrs. George T. Davie & Sons:—

The only vessel salved was the ss. *King Edward* ashore on Anticosti from the fall of 1908, and assistance rendered to the ss. *Campana* which proved to be a total wreck.

The services rendered by the British Columbia Salvage Company, Limited, during 1909:—

May 15.—SS. *Tees* towed vessel off rocks near Brackman Kerr's wharf, Victoria harbour.

August 28.—SS. *Ohio* made a survey of vessel ashore in Carters bay. Recovered and brought back bodies.

May 22.—SS. *Daisy*, ashore at Mayne island, floated the vessel and brought her to Sydney.

October 2.—SS. *Mystery* ashore at Mayne island, floated and brought to Vancouver.

MONTREAL HARBOUR COMMISSION.

The harbour opened on April 16, and closed on September 27. The date of opening was much earlier than other years since 1900 except 1902 and 1903, when the dates of opening were April 3 and April 2 respectively, and the date of closing twelve days later than that of 1907, which was the latest date since 1900. The first vessel arrived in the harbour from the sea, on April 23, and the last departed for the sea on November 28.

The total number of sea-going vessels which arrived in the harbour was 670, having a total tonnage of 1,911,413 tons register. Of these, 478 were British with a tonnage of 1,480,503 tons register; 172 Norwegian with a tonnage of 381,396 tons register; eight German, tonnage 26,678; four Dutch, 11,935 tons; three Danish, 6,877 tons; four American, tonnage 1,886 tons; one Italian, 2,338 tons.

Of these vessels 644 were built of iron or steel with a tonnage of 3,514 tons.

Vessels numbering 299, with a total tonnage of 474,450 tons, entered the harbour from the lower St. Lawrence. Of these, 273 were steamers and 26 sailing vessels. This shows a decrease of 76 vessels and 168,466 tons, on the previous years entrance.

Transatlantic vessels to the number of 371 entered the harbour with 1,436,969 tonnage. All the vessels were steamers. This was an increase of seven vessels and 121,275 tonnage over that of 1908, and the greatest tonnage of this class in ten years.

10,991 inland waters vessels with a total tonnage of 3,146,494 tons entered the harbour during the year—a decrease of 1,443 vessels and 442,930 tons from the previous year's entrance.

The total number of vessels of all kinds which entered Montreal harbour during the year was 11,661, with a total tonnage of 5,057,907 tons—a decrease of 1,512 vessels and 490,121 tons.

The total receipts for the year were $687,772.16. The harbour revenue of $413,648.83, shows an increase of $26,781.55 over that of the previous year.

The revenue from the fourteen sheds rental was $101,500, and shows an increase of $72,500 over that of the previous year which was from seven sheds; and the expenditure on account of sheds, $114,803.33.

The traffic department revenue was $104,266.43—an increase of $35,922.98 over that of the previous year.

The grain elevator revenue was $65,987.90—an increase of $20,636.34 over that of the previous year; and the expenditure on the same account was $81,312.14.

The revenue from the floating crane for part of the year was $2,369 against an expenditure of $5,997.69.

The total disbursements chargeable to revenue were $686,710.73—an increase over that of the previous year of $32,617.60, of which $25,407.62 was for interest on loans.

The total amount disbursed on capital account was $875,510.92.

New steel sheds	$276,496 25
Harbour improvements	244,640 37
Elevator conveyors and equipment	185,302 00
Grain elevator No. 1	127,000 00
New floating crane, bal	39,844 27
Locomotive, bal	26,228 03
	$875,510 92

The sum of $1,065,000 was borrowed from the government.

The debenture debt of the corporation, on December 31, 1909, was $13,092,000 of which $1,972,000 is to the public and $11,120,000 to the federal government.

TRANSPORTERS.

The design of the trial transporters consists of a carriage mounted on rails imbedded in the concrete floor and having a tower fixed on a turntable, for carrying the cantilever arms. These cantilever arms are long enough to extend out of the shed on the harbour side and take cargo directly through the hatches of the ship and hoist and transport it to the middle of the shed. The machine can be travelled across the shed and the reverse system can be adopted and freight removed from the middle of the ship and lowered to carts or railway cars.

The carriage has a slewing mechanism or turntable, so that the transporter arm can be slewed thirty degrees to one side or the other so as to meet ships' different hatches.

The cantilever arm extends 46 feet and on the shore side 34 feet, and with a wheel base 14 feet. The total transporting distance is 94 feet.

The machines are fitted with three separate motors.

Lifting.	60	B.H.P.
Traversing.	10	"
Travelling.	5	"

At the actual trial, with 2-ton loads, the lifting speed was 328 feet per minute, the traversing 317 feet per minute and the traction or travelling across the shed, 51 feet—all of which exceeded the specified requirements.

Although the operators were not fully accustomed to the shed gangs organized for this work, the actual freight handled, covering a period of twenty hours—a day and a night—amounted to 400 tons or twenty tons per hour. This was as fast as the packages could be made up and trucked away and stored in the shed.

The machines, from every point of view, gave satisfaction not only as to suitability of design, but as to speed and careful handling of the goods. The two machines worked, without a hitch, when required during the summer.

ELEVATOR.

There were 11,691,071 bushels of grain handled by the Harbours Commissioners' elevator during the year 1909:—

The following table shows the elevator capacity in Montreal:—

			Bushels.
Harbour Commissioners' elevator No. 1..		capacity	1,000,000
Montreal Warehousing Company, elevator	'A'..	"	500,000
" " "	'B'..	"	1,000,000
.. .. Ogilvie "	'C'..	"	600,000
Canadian Pacific Railway Co., "	'A'..	"	500,000
" " "	'B'..	"	50 ,000
			4,100,000

The Commissioners' Elevator No. 1, is equipped with a new conveyor system capable of shipping from 300,000 to 500,000 per day of ten hours and with two marine legs capable of intaking from 200,000 to 280,000 bushels in twenty-four hours.

The grain conveyor system, which last year extended from elevator No. 1 to ten of the fourteen steel sheds, enabling ten vessels to be loaded without leaving berth, was extended to the four sheds on Jacques Cartier pier.

This necessitated the construction of four additional towers, a shore connecting gallery and two long galleries, over sheds Nos. 12-14 and 13-15 of a total length of 1,936 feet and requiring 7,372 feet of conveyor belting, nine motors, an extension of the electric light, telephone and signal system.

The operation of the elevator and conveyors require forty-four motors of 2,710 B.H.B. Five hundred lights are installed in the conveyor galleries alone.

Grain can now be delivered by a spout to a vessel 2,142 feet from the elevator, at a rate of 15.000 bushels per hour; fourteen vessels can be loaded without leaving berth, of which four can be loaded at the same time.

FLOATING CRANE.

The Floating Crane, constructed for the commissioners by Messrs. Vickers Sons & Maxim, arrived at Sorel on May 23, where it was erected, and it reached Montreal on July 12, ready for operation. The first test was made on July 28, when a car loaded with steel rails and weighing 150,000 pounds or seventy-five tons was lifted at a radius of 54 feet. The car was swung around 360° and returned to the track. It has since been used with much satisfaction on various kinds of work. A proof of its value for wrecking purposes was furnished in October last when the steamer *Prescott* was burned and sank at Victoria pier. The commissioners contracted with the owners, the Richelieu & Ontario Navigation Company to raise the wreck and with the aid of the Crane, completely removed it in thirteen days.

The extension and improvement of wharf accommodation has been continued; 64,000 cubic yards were added to the embankment between Victoria bridge and Bickerdike pier making about 36,000 square feet of new ground.

One hundred and forty-two feet of cribwork and concrete wharf was completed. The total length of concrete wharf now on sections 23 and 24 is 777 feet.

Two hundred and eighty-four feet of cribwork wharf was completed to full height and one hundred feet additional cribwork foundation and concrete superstructure finished on section 37, Dominion Coal Company's wharf. The length of sections 36 and 37 is now 959 feet.

A new wharf, for the Vulcan Portland Cement Company was begun and finished. It is 450 feet long, of cribwork and concrete, and great care has been exercised in preparing a solid foundation.

The wharf accommodation under the control of the harbour commissioners now consists of 17,825 lineal feet or 3·375 miles for vessels of 30 feet draft. 18,220 lineal feet or 3·450 miles for vessels of 25 feet draft; 3,137 lineal feet for vessels of 20 feet draft or under, making a total wharf accommodation of 39.180 lineal feet or 7·419 miles of wharfs.

Cost of the harbour improvements, $13,000,000. Fourteen steel sheds, 1,254,093 square feet or 28·79 acres, total cost of sheds, $3,370,130.05 including cost of structure for grain elevator.

There were 3,638 feet of new rails laid during the year. The total length of railroad under the control of the harbour commissioners is 149,213 feet or 28·26 miles.

The total area of paving laid in 1909, was 4,642½ square feet.

The railway tracks were kept in excellent repair. Manganese tongue switches of new design were installed in several places and extensive repairs made to the two raceways at Windmill point.

HARBOUR BOUNDARIES.

By Act 8-9 Edward VII. chap. 24, the boundaries of the harbour were extended so as to include the whole of the water front on both sides of the river up to high water mark, as far as the foot of Montreal island.

The total length of the harbour now is 16·91 miles.

A 12-inch main was laid from the city water main to Bickerdike pier, designed for fire protection and water supply on that pier.

FIRE PROTECTION.

The gong of the fire-alarm system and boxes were overhauled in the spring and put in good order and are constantly inspected day and night. The buildings in the harbour yards are patrolled day and night. A hose cart with necessary equipment is stationed in store room and the men so drilled that streams of water can be directed on a fire in the yards in half a minute.

The foundation for the coal tower of the Montreal Light, Heat and Power Company was completed on May 10.

The steel sheds, not equipped with chutes for handling freight from the upper stories were supplied during the year.

The cleaning of the wharfs and roadways was conducted on the most improved plan under the supervision of an experienced foreman.

FIRES.

Fire broke out on five different occasions within the harbour front during the year. The fire tug *St. Peter* and the other fire apparatus of the commissioners were brought into requisition with speed and effect and the fires extinguished before much damage was done. The destruction of the ss. *Prescott* by fire on the night of August 27, was the only serious fire during the year.

The traffic department continued to give entire satisfaction. More cars have been handled during the year than in any previous one by 6,238 cars.

QUEBEC HARBOUR COMMISSION.

HARBOUR IMPROVEMENTS.

The inner and outer basins, dock walls, Louise docks, were deepened and strengthened. Paved roadway with stone sidewalk was laid. The foundations for two Cantilever coal discharging towers were completed. Portions of the inner quay surface were planked. A landing shed was erected on the breakwater extension. New lines of railways and diamond crossings were laid, planking in front of new coal shed completed and a carter's stand was laid.

The baggage platform, formerly in front of the Immigration building, has been removed to a more suitable locality, the covered way has been elevated, which greatly improved the surface facilities of the Louise docks.

Fire alarm boxes have also been placed in suitable places on the Louise embankment.

There were 37,333 tons Anthracite coal landed; the coal landed amounted, in all, to 252,411 tons.

The outward shipping consisted of eighty-nine vessels of 95,066 tons register, and the exports to 15,219 tons general cargo; 5,531 tons pulp and paper; 496 tons asbestos; 28,741 P.S. lumber and timber.

In 1908, the outward bound vessels numbered seventy-two, of a total tonnage of 197,872 register tons and a total export of 28,593 tons and 18,895 tons P.S. lumber and timber. This shows an increase of seventeen vessels. a decrease of 102,806 tons register and 7,626 tons general exports; and an increase of 9,846 tons P.S. lumber and timber exported.

LOWER PORTS.

In 1909, lower ports imported 930 tons general cargo and shipped 1,110 tons.

In 1909, they imported 976 tons and exported 2,088 tons—an increase in imports of forty-six tons and 978 tons increase in exports.

As in 1908, so in 1909, the Quebec harbour was open all winter. In 1908, the ice bridge did not form—in 1909, it formed on January 6.

The ice in the tidal basin broke on April 6, 1909, or fifteen days earlier than last year.

The first passenger boat left the harbour for the lower St. Lawrence on April 11, or four days later than on 1908.

The first ocean steamer with coal entered the harbour on April 21, the same date as in 1908.

The ice in the St. Charles and north channel between the island of Orleans and the main land broke up on April 19, or five days earlier than last year.

On October 16, 1909, almost all the buildings on Point-a-Carcy wharf were destroyed by fire, including the marine tower, conveyor galleries and the Canadian Northern Railway Company's elevator, police station, landing sheds, Nos. 19 and 21, cold storage and other buildings.

The revenue of the commissioners during the year was:—$106,848.20; the expenditure, $106,353.47, leaving a balance on hand, on current account, of $494.73.

The expenditure on capital account during the year amounted to $110,392.40.

The customs returns show that for the year 1909, 369 vessels of 1,378,349 tons register, employing 38,224 men, entered Quebec harbour. In 1908, by the same returns 356 vessels of 1,265,827 tons register employing 33,714 men entered, showing an increase of thirteen vessels, 112,522 tons and 4,530 men. Of these, 332 were British vessels of 1,311,980 tons and employing 36,952 men.

Outward bound vessels were:—

For 1908:—194 vessels of 607,780 tons register, employing 19.786 men.
For 1909:—175 " 536,990 " " 17,153 "

Or a decrease of 19 vessels 70,790 tons register and 2,633 men employed.

The timber, deal and lumber business on the St. Lawrence river during the year is as follows:—

	Montreal.	Quebec.	Three Rivers.	Other Ports.	Total.
1909.. ..	115,045,905	56,608,959	15,093,630	60,351,738	247,100.232
1908.. ..	108,606,459	59,619,761	8,348,917	37,904.614	214,473,751

Total increase, 1909—32,626,481 feet board measure.

TORONTO HARBOUR COMMISSION.

The number of vessels which arrived in Toronto during the year 1908, was 3,430.

The number which entered in 1909, 2,939 or a decrease of 492 vessels during the year.

The tonnage of 1908 was 1,521,165 tons.

The tonnage of 1909 was 1,480,293 tons, a decrease of 40,872 tons.

The harbour was clear of ice on March 27, which was eighteen days later than in 1908.

The first vessel arrived on March 31, and the last left the harbour on December 18. The harbour buoys were placed on March 31, and raised on December 15.

The amount of coal imported by vessels during the year was 123,374 tons, which is 25,304 tons less than for 1908. This shortage is due to the importation of electricity from Niagara Falls by the electric light company.

The total amount of coal imported by rail and vessel, was 1,131,728 tons or 90,864 tons less than last year.

One hundred and seven vessels of all kinds wintered in the harbour, viz.: eight passenger steamers, nine propellers, nine tugs, four sailing craft, three tow barges. ten ferry steamers, thirty pleasure sailing yachts, five dredges, four steam cranes and eighteen dump and flat scows, representing about 20,042 tons register.

There were 16,847 cubic yards dredged in the harbour during the year.

Extensive repairs were made at the eastern entrance, 16,000 feet of the west pier has been renewed in concrete, 2,500 feet long of cribwork has been completed for the southern pier and 700 feet with part of the concrete superstructure of the north pier. About fifty acres of land has been made by the dredging in the harbour.

A new building 36 by 20 feet was erected for the life-saving station by the Department of Marine and Fisheries.

Extension of 1,500 feet to the breakwater on the southern shore of the island was completed.

Storm signals were displayed on Queen's wharf from April 21 until December 7, with much benefit to shipping.

The precipitation for the year was 32·92 inches. being 3½ inches more than in 1908.

The receipts for the year were $13,634.50. and the expenditure for the year $10,875.34, leaving a balance of $2,758.19.

BELLEVILLE HARBOUR COMMISSION.

Navigation opened on April 8, and closed on December 10.

The receipts for the year were	$3,080 64
The expenditure for the year was	2,692 01
The balance on hand	388 63

THREE RIVERS HARBOUR COMMISSION.

The Harbour Commission of Three Rivers is composed of:—P. A. Drolet, Esq., chairman; Joseph L. Fortin, Esq., P. L. Lassonde, Esq., L. E. Dufresne, Esq., L. P. Normand, Esq., George Balcer, secretary.

The present wharf accommodation extends from the western bank of the St. Maurice river up to the ice-breaker, a distance of about 5,500 feet. Within this distance there are several wharfs; the St. Maurice Lumber Company's wharf used for local and inland waters traffic and with one berth for ocean-going steamers, the harbour commissioners' wharf with accommodation of 1,350 feet, the depth of water at the front being from 30 to 35 feet and reserved exclusively for ocean going vessels. The commissioners have another wharf, 490 feet in length with 25 feet depth of water, for vessels of inland waters, and another wharf 300 feet, with a depth of 25 feet of water; this is used by passenger and freight lines.

The Richelieu and Ontario Navigation Company's wharf is between the two last mentioned wharfs and is used by the steamers of the company.

A private wharf lies between the 300 feet wharf of the commissioners and the new government dock. This new dock is 2,000 feet long and built of concrete with a minimum depth of 30 feet of water along the front extension and intended for ocean traffic exclusively.

The top surface of the commissioners wharf varies from 200 to 275 in width and the government wharf from 200 to 300 feet, the area being over 500,000 square feet for the government dock alone.

Other wharfs are the old Grand Trunk wharf, the wharf at Cap la Magdeleine which accommodate large freight and passenger traffic.

A railway line runs along the whole water front and branches connect the port with manufacturing centres.

The port of Three Rivers is also directly connected with the most important trunk lines of the country, and facilities for loading and unloading freight from cars to the vessels and from vessels to the cars, have been provided. In the southern side of the harbour, however, there are no railway sidings.

The port is favourably situated for shipping, having a channel from 30 to 50 feet in depth along the wharfs, with very little current and a roadstead from 1,200 to 1,500 feet in width.

Total receipts for 1909	$20,783.71
Bal. in bank from 1908	10,321 42
	$31,105 13
Expenditure for the year 1909	17,482 71
Balance in bank	$13,622 42

The business at the port of Three Rivers though not as prosperous and progressive as the commissioners would desire, yet is slowly increasing. The number of ocean steamers registered at the port during the year 1909 was forty-seven with a tonnage of 100,000 tons, an increase of three vessels and 14,000 tons over that of 1908, and of seventeen vessels and 44,000 tons over that of 1907. The lumber trade has shown the substantial increase of 4,000,000 feet over last year, the volume being 12,000,000 against 8,000,000 in the previous year, and the commissioners hope a still larger shipment next year owing to the increasing demand in Britain. Besides the shipments by ocean vessels as related above, 100,000 cars of pulpwood and 25,000,000 feet of lumber were shipped from the ports and outports of Three Rivers to the United States by water during the year 1909.

THE PICTOU HARBOUR COMMISSION.

British vessels numbering 883, with a tonnage of 188,029 tons, and sixteen foreign with a tonnage of 18,338 tons, a total of 899 vessels and 206,367 tons reported at customs inwards during the year and 895 British and nineteen foreign with a total tonnage of 204,295 tons entered outwards.

Fourteen vessels with 6,329 tons, from foreign countries entered inwards and nine with 10,066 tons entered outwards.

4,871,251 superficial feet of spruce deals, were shipped, value $68,721.

Of coal, 1,412 tons, value $3,888, and general merchandise value, $6,262, were exported by water during the year.

The imports by water amounted in all to $11,577.

NORTH SYDNEY HARBOUR COMMISSION.

The shipping was: ocean steamers numbering 983, of 1,277,907 tons registered, 196 coasting steamers of 49,072 tons register; 1,046 sailing vessels of 66,640 tons register, a total of 2,225 vessels and 1,393,619 tons. This shows an increase of forty-one vessels and 182,062 tonnage over last year notwithstanding the hindrance to traffic caused by the strike at the Dominion Coal Company's works.

The Dominion Coal Company shipped by water 1,260,000 tons of coal.

The Nova Scotia Steel and Coal Company shipped 524,064 tons.

The Nova Scotia Steel and Coal Company imported 116,268 tons ore.

The Dominion Iron and Steel Company imported 545,640 tons ore, 212,827 tons of limestone, 99,202 tons coal and 31,315 tons of general cargo.

LIFE-SAVING SERVICE.

The life-saving service of the department, in the past, has considered a number of stations supplied with life-saving apparatus considered sufficient to render ordinary assistance to vessels ashore or needing help when in distress along our shores. The boats are principally Beebe-McClellan self-bailing surf boats and in a few instances Dobbins self-righting and selfbailing boats. But the latter were found to be too heavy for the number of men generally available for volunteer crews, who are only paid for annual drills and when assistance is rendered. The Beebe-McClellan surf boats have in late years been supplied the stations.

At several of the stations on the Atlantic coast and British Columbia lyle guns, breeches buoys, and rocket apparatus have been supplied. Wagons have also been furnished some stations, for conveying boats and guns to a distance along the shore.

During the year 1909, more attention than formerly has been given to instruction in the use of the lyle guns, breeches buoys and in drilling generally in the special service of life saving. In a few instances, owners of gasolene fishing boats have been given an allowance for performing service throughout the season.

In one case, near Brier island, a schooner was towed out of danger into safety by a motor fishing boat.

A new motor life-boat was built for the Banfield Creek station, British Columbia, and placed upon the station. This boat replaced one that was wrecked in 1908 and cost $11,184.52.

The report of Rear Admiral Kingsmill which forms Appendix No. 13 of this report relates the special inspection of stations made by different officers in the maritime provinces and Great Lake districts. During the season, Commander H. Thompson, R.N., of the department was directed to visit certain stations and report upon the efficiency of the equipment and their condition, and also to instruct the new crews in the use of lyle guns, rockets and breeches buoys.

The expenditure for the fiscal year, was $34,756.35, which includes $1,004.41 expended this season on the trail built at a total expenditure of $25,665.87 by the department to Banfield Creek station, British Columbia.

NAVAL DEPARTMENT.

As a result of the attendance of yourself and colleagues, the Minister of Militia, at the Imperial Conference, held in London, in July and August, 1909, relating to the formation of colonial navies, the government of Canada decided upon the establishment of a Canadian navy. The technical advisers of the Canadian representatives were Major General Sir P. H. N. Lake, K.C.M.G., C.B., and Rear Admiral C. E. Kingsmill. The proposal to purchase two training ships, one for the Atlantic coast and one for the Pacific coast, resulted in negotiations being entered into with the imperial government to purchase the *Niobe,* a first class cruiser for £215,000, and the *Rainbow,* a second class cruiser for £50,000 to be ratified by parliament.

During the session of parliament a Bill was introduced to provide for the establishment of a Canadian navy and was still before the House at the end of the fiscal year. Further particulars on the subject of the Canadian navy will be found in the report of Rear Admiral Kingsmill, which forms Appendix No. 9 of this report.

Pending the passage of the Naval Bill, steps were taken to form a department to administer the Canadian navy, this department to be called the Department of the Naval Service, and estimates were introduced providing for the salaries of officers of that department. It was also decided that several branches of the department should be detached from the Marine Branch and the Fisheries Branch of the department to be embraced in the Department of the Naval Service. The branches of the service which will, therefore, be attached are wireless telegraphy, hydrographic survey, tidal survey, naval militia and fisheries protection service. It was decided that a separate deputy minister should be appointed to whom the heads of the branches mentioned would be responsible and to whom they would report.

STEAMBOAT INSPECTION.

All passenger steamboats over five tons gross tonnage are subject to inspection, yearly, of boilers, machinery, hulls and equipment according to the rules of steamboat inspection.

Every freight steamer of more than one hundred and fifty tons gross is subject to inspection yearly, according to the rules of steamboat inspection for boilers, machinery, and hulls.

Freight steamers, tug boats and steamers used for fishing purposes, under one hundred and fifty tons and more than five tons gross tonnage are subject to inspcetion of boilers and machinery, according to the rules of steamboat inspection.

At present, there is no fee charged for inspection except upon steamers registered elsewhere than in Canada when engaged in carrying passengers between Canadian ports and not holding a British Board of Trade certificate. The fee is then in Canada eight cents on the gross tonnage of such foreign steamer.

Canadian registered vessels inspected during the fiscal year numbered 1,978, gross tonnage, 440,819. Vessels inspected, but not registered in the Dominion, numbered 162, gross tonnage 238,227 tons. The amount of fees collected for inspection was $6,369.60.

The total expenditure in connection with inspection amounted to $40.782.77, but part of this expenditure was for Dominion steamers and fog-alarms. The report of the chairman of steamboat inspection forms Appendix No. 10.

STEAMBOAT INSPECTORS.

Edward Adams, Chairman	Ottawa, Ont.
J. A. Thomson	Victoria, B.C.
H. G. Robinson	Vancouver, B.C.
W. J. Cullum	Victoria, B.C.
G. P. Phillips	Kenora, Ont.
J. Dodds	Toronto, Ont.
J. B. Stewart	Toronto, Ont.
E. W. McKean	Collingwood, Ont.
T. P. Thompson	Kingston, Ont.
W. Laurie	Montreal, Que.
L. Arpin	Montreal, Que.
F. X. Hamelin	Sorel, Que.
N. A. Currie	Halifax, N.S.
C. E. Dalton	St. John, N.B.
J. H. Fontaine	Quebec, Que.

HULL INSPECTORS.

J. C. Kinghorn	Victoria, B.C.
W. Evans	Toronto, Ont.
M. R. Davis	Kingston, Ont.
P. Duclos	Quebec, Que.
C. W. Seeley	Halifax, N.S.
I. J. Olive	St. John, N.B.
S. D. Andrews	Collingwood, Ont.

MERCHANT SHIPPING.

Supplements to the list of shipping are published every month, and those affecting this list which have been issued up to date, are bound in the Shipping List.

The total number of vessels remaining on the register books of the Dominion on December 31, 1909, was 7,768, measuring 718,533 tons, being an increase of 166 vessels and 16,229 tons, as compared with 1908. The number of steamers on the register books on the same date was 3,229, with a gross tonnage of 513,962. Assuming the average value to be $30 per ton the value of the net registered tonnage of Canada on December 31, 1909, was $21,556,590.

The number of new vessels built and registered in the Dominion of Canada during last year was 327, measuring 25,306 tons net register. Estimating the value of the new tonnage at $45 per ton gives a total value of $1,138,770 for new vessels.

During the year, Prince Rupert, in the Province of British Columbia, was constituted a port of registry for ships.

During the year, 246 vessels were removed from the register books, and a detailed statement is given in the List of Shipping showing the cause of their removal.

It is estimated that 36,430 men and boys, &c., inclusive of the masters, were employed on ships registered in Canada, during the year 1909.

RADIO-TELEGRAPHIC SERVICE.

During the fiscal year, three new stations were established and completely equipped, making a total of twenty-nine public stations in Canada. The three new stations were erected in British Columbia, at a total cost of $36,205.72; one on Triangle island northwest of Cape Scott, Vancouver island; one on Ikeda Head, Moresby island, and one at Prince Rupert, making a complete chain from Victoria, along the west coast of Vancouver island and the east coast of Queen Charlotte islands to Prince Rupert. Vessels passing on the outside of Vancouver Island are never outside the range of communication between Victoria and Prince Rupert. Vessels passing from Vancouver to Prince Rupert in the inside channels can, with the exception of two short interruptions, put themselves in communication all along the route.

Improvements were made at Victoria, Pachena, Point Grey and Estevan stations on the Pacific coast, and at Whittle Rocks, Gulf of St. Lawrence, Harrington, P.Q., and Belle isle, at a total cost of $13,648.64.

There are eight stations in British Columbia, all owned and operated by the department at which 18,469 messages were sent and received, consisting of 265,414 words. The cost of maintenance was $12,320.82 for the fiscal year. The range of communication at these stations varies from 350 miles at Triangle island to 100 miles at Point Grey and Cape Lazo.

In eastern Canada, fifteen stations are owned and operated by the department which received and sent 50,157 messages containing a total of 784,015 words. The cost of maintenance of the eastern stations owned by the department, was $47,533.70. The range of communication is from 400 miles at Cape Race, Newfoundland, to 150 miles at Cape Bear, Prince Edward Island and Harrington, P.Q.

Two land stations owned by the Marconi Wireless Telegraph Company were operated under contract to the department at a cost of $3,500. The number of messages sent and received was 579, and of words, 7,199. These stations are at North Sydney and Pictou, and the range of communication is one hundred miles.

There are four land stations owned and operated by the Marconi Wireless Telegraph Company, viz.:—at Montreal, Three Rivers, P.Q., Camperdown, N.S., and Sable island, N.S. These stations sent and received 14,872 messages containing 165,156 words.

Two stations are owned by the Public Works Department and also operated by the Marconi Wireless Telegraph Company. The stations are at Quebec and Grosse Isle each of which has a range of communication of one hundred miles.

It will be seen that the expenditure for the above service was $113,208.88.

The Dominion steamers equipped with wireless apparatus are—the *Quadra*, range 100 miles; *Minto*, 150 miles; *Stanley*, 150 miles; *Lady Laurier*, 150 miles; *Aberdeen*, 100 miles; *Druid*, 100 miles; *Earl Grey*, 200 miles; *Montcalm*, 150 miles; *Canada*, 100 miles.

The total expenditure for the fiscal year, in connection with the Radio-telegraphic service, was $116,477.37.

Particulars of this service will be found in the report of the Government Superintendent of Wireless Stations, Appendix No. 12.

SABLE ISLAND HUMANE INSTITUTION.

The report of the Superintendent of Sable Island Humane Institution was made to the agent of the department at Halifax and forwarded to the department.

The report is brief and contains, practically, information of the same nature as the report of 1908.

Sable Island has for many years had the reputation of being one of the most dangerous places in the north Atlantic for approaching vessels, but in recent years no wrecks have occurred in the immediate vicinity of the island.

The practice of patrolling the island was kept up during the year of 1909. Repairs were made to buildings in order to maintain the humane institution in a proper and serviceable state.

Situated as Sable Island is, in the Atlantic ocean, it would be quite reasonable to suppose that hay and vegetables would have sufficient moisture for their growth, but the season of 1909 was so dry that only a moderate growth occurred in connection with the farming operations.

At the close of the season, the live stock on the island consisted of sixty-five head of cattle, thirty trained horses, two imported stallions and five imported mares, two hundred wild ponies and five hogs. The shipments from the island were thirty-two wild ponies, 109 barrels of cranberries and some hides.

The population consists of the superintendent, keepers of light stations, Marconi wireless stations, boatmen at the life-saving stations and their families, numbering in all, thirty.

The report of the superintendent forms Appendix No. 21, of this report.

SIGNAL SERVICE.

The signal service of Canada as it is now established was carried on in 1909 as usual. The superintendent of signal service at Quebec has under his supervision a number of stations in the Gulf and River St. Lawrence and Strait of Belle isle. From these stations daily reports are received concerning the weather and movements of vessels. Ice conditions are also noted and reported in the season, when moving ice forms a danger to navigation. Bulletins were issued at Quebec to vessel owners, agents and others interested in shipping, and telephoned to the Board of Trade, Montreal Shipping Federation, and others. The quarantine station at Grosse Isle and the pilot station at Father Point, were daily informed of the movements of inward bound vessels.

A new station was established at Cape Salmon lighthouse half way between Father Point and Quebec. The old stone tower at Verchères has been used as a signal station. The office of the signal station in Montreal was transferred from the Harbour Commissioners building to 223 Commissioner street, the office of the Montreal agency of the department.

The telephone service in connection with signal service extends from Montreal to Quebec over a rented line and from Quebec to Crane island over the public service line. It has proven of great value to the dredging fleet and to pilots, who are kept informed of movements of vessels, doing away with the former uncertainty of the whereabouts of vessels and preventing delays to both vessels and pilots.

The first steamer left Quebec on March 24, 1909, and made her trip arriving back on the 30th of the same month. Navigation was open between Montreal and Quebec, but the first transatlantic vessel to arrive at Montreal was the *Corinthian* on May 1. The last vessel to leave Quebec was the *Fornebo* on December 4, but the last transatlantic vessels left Montreal and Quebec on November 26. The *Montcalm*, however, left Quebec for Seven islands on December 18 and returned on the 23rd. The same steamer left Quebec in the spring of 1910 for the same place on March 3, and returned on the 6th of the same month.

The ice conditions were rather more favourable for navigation in 1909 than usual with the exception of the large number of icebergs which passed Cape Race station on the Newfoundland coast. The icebergs were first seen in the beginning of April and continued running until the middle of August.

During the winter of 1909-10, in the River and Gulf of St. Lawrence, navigation was more easily accomplished than for many years. Ice, weather and wind conditions were noted and information relating to seals was collected from various points in the gulf during February and March and wired to Halifax and St. John, Newfoundland, for the benefit of the sealing fleets.

Wireless telegraph messages were sent and received from the different wireless stations relating to weather conditions and movements of steamers.

The signal service includes the signalling of vessels passing certain points where signal officers are stationed. At the Halifax citadel the number of vessels of different kinds signalled was 1,432, and the superintendent has furnished a classified report of the vessels, principally steamers. Reports have also been received from the signal officers at Cape Race, Newfoundland, and in Nova Scotia from St. Pauls island, and Westport, Brier island. These reports contain information respecting the kind of service rendered in some cases and in others, details of signals made a certain vessel named. In New Brunswick, the lightkeeper on Partridge island signals vessels bound for St. John and on the north side of the province signal stations exist at Point Lepreaux, Escuminac and Chatham, the last place is in the Miramichi river.

The reports received by the department on the signal service will be found in Appendix No. 19 of this report.

WORKSHOPS.

Workshops are maintained by the department at Sorel, Halifax, Quebec, Prescott and Parry Sound. The workshops at Sorel are of course the most important as construction of vessels is carried on at the shipyard as well as the making of repairs to vessels. Several separate buildings have, from time to time, been erected for the proper division and performance of the work. The buildings consist mainly of the office, draughting room and general store, boiler shop, machine shop and power-house for electric plant, blacksmith shop, joiner shop, boat building and general wood-work shop, sawmill including planing machine and moulding machinery, pattern shop and vessel moulds and sail loft, tinsmith shop, building for storing vessels equipment and stables. In addition, there is a fire equipment, a narrow gauge railway with sheds, also a railway track from the Sorel railway station for freight cars.

At the Dominion lighthouse depot, Prescott, the shops are mostly within the main building. It contains the main office, draughting room, photometric room where tests are made of lighthouse apparatus, carpenter shop, pattern shop, blacksmith shop, vapour lamp and erecting department, paint shop, shipping department and general store. The machine shop and acetylene department are each in separate buildings. The number of workshops at Quebec is seven, viz., the boiler shop and forge, machine shop, tinsmith and plumber shop, carpenter and boat shop, joiner shop, paint shop and sail loft.

At Halifax, the workshops are connected with the dockyard and are mainly a blacksmith shop, carpenter and boat shop, machine shop, paint shop and tinsmith shop. Extensive repairs are made to buoys and moorings and repairs to the machinery of the Dominion steamers.

At Parry Sound, the depot is mainly used for storing acetylene, gas buoys and lighthouse tanks and charging them' with acetylene. The buoys and tanks are painted and prepared for placing in the spring; a few mechanics are consequently employed at this depot.

ICE PHENOMENA IN THE ST. LAWRENCE RIVER.

Ice conditions were studied at Cap Rouge, a narrow part of the St. Lawrence river where large bodies of running ice are usually held and form a barrier in the early part of the winter. The effect in past years has been to prolong the duration of the ice above Cap Rouge and the overflowing of the banks of the river near that point. In the winter of 1908-9, the accumulation of ice reached a depth of 40 feet and required the steady and persistent efforts of the ice-breaker *Montcalm* for over two months to remove it. This was done successfully by ramming and cutting a channel of about 1,200 feet in width. The ice jam was thus relieved and detached bodies were floated down the river towards the sea by the force of the current. The overflowing of the banks of the river was prevented and navigation was opened three weeks earlier than if the ice disappeared by natural disintegration. It was decided to begin the operations of removing the ice at an earlier period in 1909-10 and prevent a similar accumulation to that of previous years. For this purpose both the *Montcalm* and *Lady Grey* were put at the work of clearing the ice before a jam of any consequence could occur. The experiment was satisfactory in its results, but it must, however, be stated that the extraordinary mild winter was most favourable for carrying out the work of keeping the channel open.

The formation of the ice itself and its movements from the upper waters of the river and lakes above, formed a subject of special study by H. T. Barnes, D.Sc., F.R.S.C., F.R., Met. Soc. Director of the Physical Laboratories and Macdonald Professor of Physics, McGill University, who has given his attention to ice phenomena. To aid his scientific efforts in this direction, Louis Vessot King, B.A., was employed on board the *Montcalm* and *Lady Grey* to make daily observations and was therefore associated with Prof. Barnes.

In a full report to the department, Prof. Barnes states, 'that an excellent opportunity was afforded for studying the desintegration of ice at Lake St. Peter.' The 'preventive measures' taken at Cap Rouge in 1909-10, leads him to conclude that satisfactory results would follow similar efforts every winter. As pointed out in the report of Prof. Barnes published last year, frazil ice was one of the chief difficulties met by the *Montcalm* in 1908-9. Its tendency to cling to the bottom and along the water lines of the steamer was most marked. The effect of frazil during the last winter was not great as it did not appear to the same extent as in more severe seasons—in fact, at no time was frazil troublesome. This is accounted for by the higher temperature of the water, due, it is stated, by Prof. Barnes, to the effect of the sun upon so much open water as was present in the river above Quebec, during the season. Much time was spent by Mr. King in studying the effect of the sun on open water. Prof. Barnes in referring to large bodies of open water presents his views as follows:—' The whole effect of surface ice on the temperature of large masses of water is presented in a new light when considered with reference to the absorption of the sun's heat. I am convinced that the task at Quebec was rendered much easier, owing to the presence of open water above. My whole fear had been that open water would have acted in quite a different way. Mr. King devoted a great deal of time to studying the effect of the sun on the temperature of the water and some important meteorological results are likely to arise from these observations.

NEW MARINE THERMOMETER.

Prof. Barnes states that one of the most important developments resulting from the study of ice conditions, was the perfection of a new type of marine thermometer, which was specially designed for obtaining small variations in water temperature from the ship when going at full speed. It was made possible to accurately record temperatures to 1/1000 of a degree centigrade, over a wide area. The thermometer is of the electrical resistance type, in which the variations of resistance of a metal wire, serve to give a measure of the changes of temperature of the medium in which the instrument is placed. In the report it is stated the results arrived at from its use are satisfactory. It is asserted by Prof. Barnes, that the instrument can be made very useful in obtaining useful information on a survey of the ocean. It has also been brought by recent development, to a state in which by means of a suitable modification and combination of a calendar recorder, and the wire bridge used by himself and Mr. King, to record to 1/100 of a degree, automatically. Further particulars respecting this invention are given in the report, which will be published as a supplement to this report, with illustrations of the thermometer and diagrams of curves, showing the effect of days of bright sunshine on weakening ice. An interesting fact was the observance of the effect upon the temperature of the water in streaks, when the sun shone upon the water through rifts of the clouds.

The report is divided into the following sections, viz.:—

General meteorological conditions and extracts from the reports submitted by Mr. King on ice conditions during the winter.

Measurements of water temperatures to a thousandth part of a degree by means of a new marine thermometer.

Effect of the sun on the general ice conditions. The absorption of the solar heat by the water.

The influence of ice on the temperature of the water.

The rate of growth of surface ice.

Some problems affecting the maintenance of an open channel between Montreal and Quebec during winter.

The report is one of great interest and value, not only to all who may be interested in the navigation of the St. Lawrence river during winter or the early navigation of the river in spring by sea-going vessels, but is a valuable contribution to the scientific study of ice phenomena. As already stated in this brief summary, the report will appear as a supplement to this report and it is expected the publication will take place at an early date.

INSPECTION OF LIVE STOCK SHIPMENTS.

The inspectors of live stock shipments have reported regularly and furnished a statement of cattle, sheep, horses, hay and grain shipped to the United Kingdom from the ports of Montreal and St. John, N.B.

It will be seen that the total number of cattle and sheep shipped was less than last year and much less than previous years, going as far back as 1902-3.

The shipments from Montreal were as follows:—Cattle, 94,314; sheep, 1,616, and 286 horses. The United States cattle shipped via Montreal were 7,227, but that number is included in the total of 94,314.

The shipments from St. John, N.B., were 4,632 cattle, no sheep nor horses, nor were any United States cattle shipped from that port.

The statement of live stock shipments forms Appendix No. 20 to this report.

LEGISLATION.

Subsection 4 of Section 9 of the Fisheries Act, chapter 45 of the Revised Statutes is repealed; section 17 of the same Act is repealed and another section substituted, relating to the boundaries of estuary fishing; section 20 of the same Act is repealed and another section substituted relating to space between nets and dimensions of nets; sections 22 and 30 of the same Act are repealed.

Subsection 5, of section 47 of the said Act, is repealed and a new section substituted relating to devices to prevent passage of fish; subsection 14 of section 47 of the same Act was amended relating to the free passage of fish from Saturday p.m. to Monday, a.m.; section 48 of the same Act was repealed and a new section substituted, relating to purse seines; section 50 of the same Act was repealed and a new section substituted relating to fish-guards in British Columbia, Manitoba, Saskatchewan, Alberta, Northwest Territories and Yukon.

Section 51, of the same Act is repealed and a new section substituted, relating to permits required to catch, trade in or export fish for manure; section 78, of the said Act, is repealed and a new section substituted, relating to 'failure of owner or manager of lobster factory to send returns to minister'; section 92, of the same Act, is repealed and a new section substituted, respecting confiscation of all fishing property used and all fish taken, bought or sold, in violation of Act; section 94, of the same Act, is repealed and a new section substituted, respecting penalties not otherwise provided for.

Provision, was also made in the same Act, for bringing into force international fishery regulations by proclamation of the Governor General in Council.

Chapter 53, 9-10, Edward VII. An Act to authorize the erection of certain wharfs and buildings in the harbour of St. John.

Chapter 43, 9-10, Edward VII, An Act respecting the Naval Service of Canada.

Sections 4 and 5 of The Navigable Waters Protection Act, chapter 115 of the Revised Statutes, 1906, are repealed and new sections substituted respecting the construction of bridges, booms, wharfs, &c., and removal of unauthorized structures.

Chapter 40, 9-10, Edward VII, An Act to provide for further advances to the Harbour Commissioners of Montreal.

G. J. DESBARATS,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 1.

ANNUAL REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF MARINE AND FISHERIES.

The Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to submit the following report of the work done in the several services under the supervision of this office during the twelve months ended March 31, 1910.

This embraces work done at departmental headquarters on the construction of lighthouses, lightships and fog-alarms, the supervision of construction and repairs of lifeboats; the administration of the vote for the removal of wrecks and obstructions in navigable waters; tidal and current surveys; and the publication, examination and correction of hydrographic charts; construction of and repairs to fish hatcheries and refrigerators; engineering points in connection with the construction and maintenance of fish-passes; supervision of surveys of oyster beds; examination of applications for foreshore, wharf and other water lots as they affect the interests of navigation; preparation and publication of notices to mariners and hydrographic notes, &c.

STAFF.

There is a special staff appointed for the tidal and current survey work; the remainder of the work of the branch is attended to by the general staff of the office.

The following changes have been made during the year in the staff of my office:—

Mr. E. M. Longtin, engaged temporarily as resident engineer for the Montreal district, returned to Ottawa on August 23, 1909, for duty in the draughting room, and was replaced at Montreal by Mr. A. Laforest.

Mr. H. Killeen has been, since April 6, 1909, employed as resident engineer for the province of British Columbia.

Mr. F. J. Alexander, architect, has since January 1, 1910, been assigned for duty with the Naval Department, and has been engaged in preparing preliminary sketches for the proposed college buildings, &c.

Mr. A. Fortey has since July 28, 1909, been employed as a draughtsman, on temporary work.

As in previous years, members of the office staff have been utilized to superintend construction works, where resident engineers or competent foremen were not available, and although it is difficult to spare them from the draughting room, the practical knowledge of work gained by such utilization of draughtsmen is a compensating advantage. The following cases of such supervision by my staff deserve mention:—

Mr. F. P. Jennings was engaged in 1909 in erecting a reinforced concrete lighthouse on the pier at Burlington, Ont., and completed the work satisfactorily and within the estimate. In February last he was sent to Prince Rupert to obtain the details required for the establishment there of a departmental wharf, store, and buoy depot.

Mr. H. de Miffonis superintended the construction of a reinforced concrete pier at Pointe du Lac, to replace the pier overturned by ice in 1908, and designed a special structure of light weight, with a large base, to meet the difficult conditions existing at that place.

It is with great sorrow that I have to record the loss by death of the services of Mr. J. F. Murphy, resident engineer of the Ontario district. Mr. Murphy had been very energetically engaged in organizing the work in his district, and in getting the new construction steamer *Lambton* prepared for commission. In June last I accompanied him on his initial inspection trip on that boat; only a few days later he returned to Ottawa ill, and on July 26, succumbed to an attack of typhoid fever. I desire to bear testimony to his good qualities both of heart and head; and I am sure the department lost, in him, one of its most promising officers.

PERSONAL INSPECTIONS.

Personal inspections of construction work in progress have frequently been made during the year by Mr. Fraser and myself, and it is very desirable that such personal supervision of work should be extended as much as possible in the interests of efficiency. Examination of localities where work is proposed should always be made before the plans are prepared and in the interests of both efficiency and economy it is to be regretted that the work, lately, has often been so much rushed as to prevent such preliminary inspections.

The principal inspection trips made by me during the past year were:—

An inspection of the ice jam in the Niagara river in the month of April, for the purpose of reporting on possible remedial measures.

An early inspection of the work on the River St. Lawrence below Quebec, and especially of the work under construction at Cape Dogs, which may be considered a model, modern installation.

From June 9 to 25, I accompanied Mr. Murphy, on the new steamer *Lambton*, on an inspection trip of all light-stations, &c., from Prescott to Port Elgin.

From July 6 to August 3, I made an inspection, accompanied by Mr. P. E. Parent, resident engineer, Quebec district, and Mr. F. Macdonnell, inspector of fog-alarms, of all the light and fog-alarm stations in the Gulf of St. Lawrence and Strait of Belle Isle, and on the Saguenay river, when I had an opportunity of seeing the great improvements that had been made in this section under my directions and those of the acting commissioner of lights.

In August, I attended at Winnipeg the meeting of the British Association for the Advancement of Science, at which I presented by request a paper on the St. Lawrence route, with special reference to the improvement of the channel and of aids to navigation. On my return I joined the *Lambton* at Fort William, and inspected all our stations to Parry Sound, specially examining Michipicoten island, with the aim of choosing the best location for the contemplated lighthouse.

In the late autumn I made a special inspection of aids to navigation on the Georgian bay, and took the opportunity, with the aid of Captain W. A. Richmond, who has a thorough knowledge of the intricate inner channels, to obtain the information for a complete list of buoys and day beacons in Lake Huron and its contributory waters.

In December, an inspection and trial trip was made of a new motor lifeboat built by the Electric Launch Company of Bayonne, N.J., as a result of which she was accepted and shipped by rail to British Columbia.

In January, 1910, I accompanied Commander Stewart, R.N., to Halifax, to examine the Admiralty property there, and report on its suitability for conversion into grounds for the contemplated Canadian Naval College.

Numerous short inspection and business trips were also made throughout the year.

Mr. Fraser, assistant chief engineer, was sent to British Columbia in March, 1909, to lay out the season's construction work and give necessary instructions to Mr. Killeen, the newly appointed resident engineer. He visited all points where work was to be done, making examinations and surveys at Triangle island, Lawyer island, Quatsino and Ivory islands; he arranged for the completion of the 100-foot concrete tower at Estevan point, and the construction of the new fog-alarms at Carmanah and Race rocks; he also examined the West coast trail, and arranged for a continuation of the work. At Prince Rupert he made a preliminary location and survey of a proposed new departmental depot.

At the close of the season he returned to British Columbia to inspect the work placed in Mr. Killeen's charge, and to examine the progress on the West coast trail. He made suggestions for the continuation of this work, and the maintenance of the life-saving service during the winter months, which were approved and carried out.

OFFICE WORK.

A large proportion of the work done by the general staff of the branch consists in the construction, repair or improvement of light buildings, fog-alarms, beacons and other aids to navigation. Full details of the work done in this connection during the past twelve months are contained in a separate report which is attached hereto. (Inclosure A.)

Plans and specifications for all important new buildings and repairs, new vessels, &c., are made or approved in this office.

The following table indicates the work done in the draughting office during the twelve months ended March 31, 1910:—

Description of Work.	Plans Designed.	Plans Received.	Copies Made.
Lighthouse towers and dwellings	25	6	127
Fog alarm buildings	4	–	17
Details	48	18	224
Wharfs, piers, &c	4	9	22
Outbuildings	3	6	35
Machinery	1	5	9
Lanterns and illuminating apparatus	–	2	3
Buoys and apparatus	2	3	24
Charts under construction	1	–	–
Steamers	–	5	--
Land surveys	4	30	52
Plans relating to water applications	–	272	44
Miscellaneous	23	208	185
	115	564	742

Total plans for twelve months from April 1, 1909 to March 31, 1910	1,421
Charts received and recorded	168
Charts received and entered in chart books	21
Photographs received and recorded	164
Specifications written	43
Notices to mariners issued (comprising 337 subjects)	130

PUBLICATIONS.

The work of preparing and issuing notices to mariners continues to be heavy and urgent; during the past twelve months 130 notices, covering 337 subjects, have been published. Amongst important notices, involving considerable labour in compilation, and representing useful work done in the department, are:—

A complete list of the buoyage of Lake St. Louis, St. Lawrence ship channel; depth of water in the harbours of Lake Ontario and Georgian bay, and other hydrographic notes respecting the same; also soundings, observations on the currents and warning to mariners respecting the currents off Matane and Ste. Félicité, St. Lawrence ship channel.

During the past twelve months notices relating to waters outside of Canada were issued, covering 13 items relating to Newfoundland and Labrador, 1 item relating to the Atlantic, 7 to the inland, and 6 to the Pacific waters of the United States, as well as 13 notices referring to transatlantic and 1 notice referring to transpacific subjects. No attempt is made to issue a complete synopsis of British or foreign notices, but merely to republish items likely to be of immediate interest to Canadian vessels, or to vessels leaving Canadian ports for the more important or frequented foreign ports.

CLASSIFICATION OF LIGHTKEEPERS' SALARIES.

An important detail of office work that should have been mentioned in my report of last year was the classification of lightkeepers' salaries. In February, 1907, a conference of agents and inspectors of lights of this department with the headquarters staff was held in Ottawa, and at that conference it was recommended to the minister that lightkeepers should be classified in accordance with the value of the services rendered in each case. A provisional classification was suggested by the conference, but in working out the details it was found that there were not sufficient classes provided, and that the gaps between the classes were too large, to include the great variety of lights covered by the thousand stations maintained in the Dominion of Canada.

The work was not properly a function of my branch, but the minister requested that I should prepare a scheme of classification in consequence of my intimate familiarity with all the stations in the Dominion. This work was completed in September, 1908, and the results embodied in an order in council, passed on September 24, 1908, reading as follows:—

'The Treasury Board has under consideration a memorandum from the Minister of Marine and Fisheries representing that it is in the interest of the service to classify light-stations in the Dominion, and to pay salaries based on such classification; that if such classification were made it would facilitate the machinery of lighthouse maintenance, remove many causes of complaint and prevent errors, and further that such a scheme would include a progressive increase in salary through a short period of years from a minimum to a maximum for each class; that he has caused to be prepared a classification; that all the stations in the Dominion are divided into nineteen classes as under, and regulations are submitted as well as a complete list of all light and fog alarm stations in the Dominion, placed in their proper classes.

'The minister states that the adoption of this classification will involve an addition to existing salaries aggregating about ten per cent for the present year, the money for which has been voted by parliament and is available; that for each of the two succeeding years, 1909 and 1910, the annual increases proposed to operate the schedule would involve increases in the vote for salaries of lightkeepers of about five per cent each year. After 1910 the keepers will have reached the maximum of the classes, and no further increase in the vote will be requisite except to provide for new stations.

'The Treasury Board recommend that the following schedule classification of classification of light and fog alarm stations, and regulations for the application of schedule of classified salaries be adopted to go into effect from April 1, 1908, and that when new keepers are appointed to existing stations they shall come immediately under the operation of the schedule, and that when new stations are put in operation the order in council appointing the first keeper shall also classify the station.'

Accompanying the order in council where regulations for the application of the schedule, and also a schedule of classification as follows:—

SCHEDULE OF CLASSIFICATION OF LIGHTS AND FOG-ALARM STATIONS.

Class No.	Description of Aids.	Minimum.	Annual Increase.	Maximum.
	Combined Light and Fog Alarm Stations.			
1	Humane establishments, power lightships, and the largest rock stations	Varied to suit the several cases.		
2	Main sea-coast lights with fog alarms, requiring engineer and two assistants	$1,000	$50	$1,200
3	Main sea-coast lights with smaller fog alarms, requiring engineer and one assistant	800	40	960
4	Secondary sea-coast lights, with smaller fog alarms, requiring one engineer and one assistant	680	40	800
5	Isolated Gulf stations with explosive signals, and other stations requiring lightkeeper and one assistant	610	30	700
6	Smaller lightstations with fog alarms, requiring one engineer	540	25	640
	Lightstations Only.			
7	Important sea-coast lights in isolated positions, including a few grouped lights	450	20	530
8	Revolving sea and lake coast lights, fixed lights difficult of access and grouped lights	380	20	460
9	Coast lights involving boating or isolation. (In some Ontario stations, lights are grouped)	340	15	400
10	Remoter coast lights and revolving lights of minor importance, with a few grouped minor lights	300	15	360
11	Small lights taking most of a man's time, usually involving residence	240	15	300
	Minor Stations where the exclusive services of the Keeper are not expected.			
12	Coast lights and range lights involving boating or residence	180	15	240
13	Minor coast lights, river lights, on piers and range lights	150	10	180
14	Small coast lights, important river lights and range lights	120	10	150
15	Smallest coast lights, river lights involving care from a distance, and small range lights	100	10	130
16	River lights in somewhat difficult situation	80	5	100
17	Smallest river lights	60	5	80
18	Wharf and fishing lights	50	5	65
19	Contract lit lights	Amount of	contract.	

Every light and fog-alarm station in the Dominion was brought under the operation of this schedule, with gratifying results, in that it provided an increase in salary varying from 10 to 20 per cent, gave employees an assurance of stability which they did not previously possess, and relieved the department from constant demands for increases of salary. The schedule was this year printed, under my supervision, for the information of the officials concerned, and will hereafter be reissued to contain orders in council making new appointments.

REMOVAL OF OBSTRUCTIONS.

During the past twelve months the following work has been done, under the annual appropriation for the removal of wrecks and obstructions:—

The barque *Warren*, which sank in the harbour of Pugwash, N.S., was removed by contract by Messrs. A. Hollis and Peter F. McLean, of Pugwash, N.S., for $1,200.

The schooner *M. C. McLean*, which sank near the wharf at Baddeck, N.S., was removed by contract by Mr. J. McIntyre, of Baddeck, N.S., for $250.

The schooner *Benson*, which sank in Colpoy bay, Wiarton, Ont., was removed by contract by Mr. J. C. Johnson, of Wiarton, Ont., for $1,800.

The schooner *Acacia*, which was sunk at Swims point, Clark harbour, N.S., was removed by the owners, Messrs. Brown, Smith & Nickerson, of Clark harbour, N.S., at no expense to the department.

HYDROGRAPHIC WORK.

The hydrographic surveys of this department are now in charge of Mr. W. J. Stewart, who will make a special report of the year's progress.

All hydrographic notes reaching the department are prepared for publication in this office, and embodied in notices to mariners.

In preparing notices to mariners, special attention has been paid to publishing all information obtainable respecting the hydrography of Canada, and the fullest possible sailing directions have been appended to all descriptions of aids to navigation so as to increase the value of these notices.

The usual annual edition of the list of lights and fog-alarms in the Dominion, corrected up to April 1, 1909, was issued during the summer, with reprints of the portions relating to the Great Lakes and British Columbia bound separately for the use of mariners in those waters. This list has now become so bulky that it ought to be permanently divided into three portions, and printed only in that form.

In last year's report I drew attention to the fact that no adequate lists of buoys in the eastern waters of Canada were published, and I now repeat my assertion that in the interests of safe navigation complete lists of buoys, beacons and day marks should be prepared and published, and kept up to date by annual revisions.

A tour of inspection of the Georgian bay last autumn, on which I took full notes of all aids inspected, gave me an opportunity of preparing, during the winter, a list of buoys and beacons in Lake Huron and Georgian bay. This has been made ready for publication and is now in the printer's hands.

I regret that the pressure of other duties prevents me from extending this useful work to cover all Canadian waters, and that with our existing staffs the work cannot be overtaken.

ICE-BREAKING.

Two contracts were in force, during the present season, for ice-breaking in Thunder bay and vicinity:—

(1) The Canadian Towing and Wrecking Company, Limited, of Port Arthur, entered upon the final year's term of their three years' contract with the department to keep the harbours of Port Arthur, Fort William and West Fort William open for navigation until December 17 in each year, and to open those harbours each spring in time to admit upward bound vessels to enter the harbours as soon as the Sault Ste. Marie canal should be opened for navigation. The contract price was $30,000 per season, which included an agreement to remove all lightkeepers in the vicinity from their stations at the close of navigation in each year.

(2) A contract was entered into with the Midland Towing and Wrecking Company, Limited, of Midland, to keep the harbours of Midland and Tiffin open until the close of navigation of 1909, for $3,200.

In both of the above cases the work was satisfactorily done, under the supervision of the harbourmasters of the respective ports.

TIDAL AND CURRENT SURVEY.

In this survey, under the direction of Dr. W. B. Dawson, substantial progress has been made both in the tidal branch and in the investigation of the currents. The quantity of information sent out in reply to special requests is steadily increasing.

This is of a very varied character, including such matters as the low-water datum for hydrographic surveys, tide levels for dredging purposes, the range of the tide required in wrecking operations, water temperature desired for investigations of fish immigration, &c.; besides requests for information which can be found in reports and tide tables already published. The need for information on the tides at the smaller harbours is also constantly increasing, to meet the growing tendency to ship lumber and other produce direct from the smaller localities.

During the past year, special attention has been given to the furtherance of the survey on the Pacific coast, where additional information was much in demand. With this in view, the surveying steamer *Gulnare* was utilized for the lighthouse service; and this arrangement left the superintendent, Dr. W. B. Dawson, free, with the two most experienced assistants on the survey, to carry out further investigations on the coasts of British Columbia.

Pacific Coast.—The investigations on this coast had two objects in view: firstly, by placing tide gauges at carefully selected points, to obtain a basis for the determination of tidal differences at intermediate places; and secondly, to ascertain more definitely the extent of the region which can be referred to each of the principal tidal stations for which tide tables are published. The opportunity was also taken to improve the equipment at Vancouver, and to fit up a principal tidal station at Prince Rupert, the new Grand Trunk Pacific railway terminus. These plans were fully carried out. Before the season was far advanced, a series of twenty recording gauges was in simultaneous operation along the coast.

To accomplish this result, the coast was divided into two districts. The southern portion, including the west coast of Vancouver island and the Strait of Georgia, was entrusted to Mr. H. W. Jones; the northern portion, from the north end of Vancouver island, was in charge of Mr. S. C. Hayden; while the superintendent gave his personal attention to the new installations at Vancouver and Prince Rupert, the inspection of the principal stations, and other matters of a more general character.

It has now been ascertained that the whole coast of British Columbia can be referred, for tidal purposes, to three principal stations. These are: Clayoquot, on the west coast of Vancouver island; Sand Heads, which is centrally situated in the Strait of Georgia; and Port Simpson in the north. The extent of the regions which can be referred to each of these stations, will be explained in the forthcoming tide tables for 1911. Three other principal stations are maintained at Victoria, Vancouver and Prince Rupert; but these are quite unsuitable as ports of reference, owing to local conditions. They are maintained to secure a basis for tide tables, owing to the intrinsic importance of these harbours themselves. Victoria is the only one of the three to which a very limited area can be referred, in Fuca and Haro straits.

Of these six principal stations, three are in regions where the Half Tides are a dominant feature, and the other three in regions where the Springs and Neaps are sufficiently defined to be distinguishable. The tide tables published for these stations have been modified in form to correspond with these features of the tide. The tidal differences, for the numerous harbours which are referred to these tide tables, have also been classified on the same plan.

Principal and Secondary Tidal Stations.—The following list shows the number of principal stations maintained in continuous operation, summer and winter, as well as the new secondary stations of 1909. In addition to those here mentioned, tidal information has been obtained from the various Admiralty surveys on the Pacific coast, between 1899 and 1907, at twenty-three localities; and from our own hydrographic survey at two others. These have been treated as secondary stations, and the results worked out for practical purposes, with reference to the principal stations established by this survey.

There have also been established in eastern Canada. forty-two secondary stations in all, in different regions; and at several of these, observations have been continued for more than one season.

Principal Stations—
- Pacific Coast—
    - Clayoquot,
    - Victoria,
    - Sand Heads,*
    - Vancouver,
    - Prince Rupert,
    - Port Simpson.
- Atlantic Coast—
    - Quebec,
    - Father Point,
    - Belle Isle strait,
    - St. Paul island,
    - Charlottetown,
    - St. John, N.B.

Secondary Stations in British Columbia—
- Banfield. In Barkley sound.
- Alberni. Head of Alberni canal.
- Port Renfrew. Mouth of Fuca strait.
- Esquimalt. (Public Works gauge.)
- Sidney. Head of Haro strait.
- New Westminster. (Public Works gauge.)
- Point Atkinson. At Caulfields.
- Lund. In Strait of Georgia.
- Bute inlet. At the head.
- Port Hardy. In Queen Charlotte sound.
- Wadhams. In Rivers inlet.
- Kildala. In Rivers inlet.
- Namu. In Fitzhugh sound.
- Bella Coola.
- Bella Bella. (McLaughlin bay.)
- Hartley bay. In Wright sound.
- Kitimat.
- Lowe inlet. Off Grenville channel.
- Claxton. Mouth of Skeena river.
- Port Essington. On Skeena river.
- Pacofi. Queen Charlotte islands.

Observations of the Currents.—In many of the channels and passes of British Columbia, navigation is almost wholly dependent on the time of slack water. This is chiefly because some of the most important industries of the province, notably lumber and coal, are dependent upon towing for transportation. In passes where the current run 8 or 10 knots it is only at slack water that the most powerful tugs can handle rafts or coal barges or a scow-load of freight cars.

The tables already published by this survey, showing the time of slack water in some of the leading passes, have a value to trade and commerce which can hardly be overestimated. By timing their trips accordingly, an amount of fuel is saved which would pay in one year for the cost of obtaining the information, in the inexpensive way in which it has been secured.

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* Discontinued in 1903, after securing six years of observations.

Similar information is much required for the passes in the network of channels opposite the north end of Vancouver island. The difficulty of obtaining observations is exceptional, however; for although the traffic through these passes is heavy, the shores are uninhabited. Detailed arrangements were made last season, with a view to observations beginning this spring; and personal explanations were given on the spot, by the superintendent, to two men who undertook to live at the required points during the coming summer season. Both these men have found it impossible to carry out the arrangement, but others have been secured by correspondence; and there is now good hope that the observations will be obtained successfully.

Arctic Ocean.—An important series of tidal observations was secured by the expedition in the C.G.S. *Arctic*, under Captain Bernier. They extended over four months in 1908-9, at Winter harbour on Melville island; and they are of special interest in being from the third ocean bounding the Dominion. The work is creditable, as it was continued day and night without the help of a recording instrument. The notes obtained, when handed over to this survey, were reduced to the form of tide curves; and a concise summary was prepared for Captain Bernier's report, which showed the range of the tide and explained its leading characteristics.

The Great Lakes.—The observations referred to in last year's report have been continued during the past season under the supervision of Professor Loudon. The water level comparisons have been extended to Lake Superior, with some measure of success. The special instruments required are provided by this survey; and a small grant for expenses is made out of its appropriation. The record of the water level in Lake Ontario, as observed at Toronto by the harbour master, is forwarded regularly to this survey.

Tide Tables and other publications.—The tidal information on the St. Lawrence, from Quebec to Lake St. Peter, has been revised throughout; and the comparative observations, obtained during three seasons by the hydrographic survey, have been fully worked up. The stage of the river as it falls during the season is now clearly distinguished in the tide tables from the range of the tide itself; which will give practical aid in estimating the depth available for navigation. The tide tables for Charlottetown and Prince Rupert are now deduced from actual observations in those harbours, instead of being calculated from ports of reference; and the accuracy of several other tide tables has been improved by the reduction of further observations. The number of places on the Pacific coast for which tidal differences are given has been more than doubled, by the judicious selection of observation points in the season of 1909. Some valuable information, obtained from shipmasters of long experience, regarding the currents in the offings of Vancouver island and the Queen Charlotte islands, will appear in the next tide tables.

Owing to the rapidly growing demand for tidal information on the Pacific coast, the number of tide tables issued has now reached a higher figure than for eastern Canada. In making this comparison, it should be stated that the eastern tide tables are supplemented by two pocket editions, one for Quebec and the St. Lawrence, and the other for St. John, N.B., and the Bay of Fundy. The circulation of these abridged editions has been steadily pushed, and with the help of harbour masters and customs officers, they reach all classes of mariners down to the fishermen on the coasts, by whom they are much appreciated. The number of tide-tables issued, including the abridged editions, has reached a total of 15,000.

Two 'Notices to Mariners' were issued during the year. One of these gave advance information regarding the tides in the two important river harbours of British Columbia, New Westminster on the Fraser river, and Port Essington on the Skeena; together with the characteristics of the run of the tide in the long inlets of the coast. The other notice contained a list of publications on the currents, prepared by this survey; and this has resulted in a fresh demand for them, largely from new directions, or from new companies.

Information Furnished.—Now that this survey has become so widely known, a large amount of information for special purposes is asked for, by other departments and foreign countries. This information is furnished direct from the survey office, as a matter of comity. Without attempting any complete list, the following items may be mentioned as examples. During the winter, tidal record for selected periods in past years has been furnished to the Public Works Department, from all stations between Quebec and the maritime provinces, for correlation with the precise levelling under Mr. Steckel's direction. Information in special form was supplied to the hydrographic survey, for the new Sailing Directions for the St Lawrence. Mean sea level, at Victoria and Nanaimo, was worked out for the Geological Survey, as a basis for their contoured map of Vancouver island. The relation of the low water datum to the new bench marks placed at Nanaimo by this survey, was communicated to the Admiralty. This determination has already proved indispensable for dredging operations of Nanaimo. The leading harmonic constants, which define the various types of tide on the coasts of Canada, were communicated to Dr. O. Krummel of Kiel, for publication in the forthcoming Handbuch der Oceanographie. A complete record of the localities at which mean sea level has now been determined by this survey, and the basis of these determinations, was prepared for the International Geodetic conference to be held this year in Europe.

The requests for tide tables and other publications of this survey, which are received almost daily, are too numerous to mention.

Staff.—As there are only three permanent assistants on this survey, in addition to the superintendent, the quantity of work accomplished speaks highly of their efficiency and industry. During the past season, Mr. S. C. Hayden and Mr. H. W. Jones were both engaged in the erection and supervision of the new tidal stations in British Columbia. Mr. P. M. H. LeBlanc remained at headquarters to attend to the tidal record which comes in continuously, and other office work. During the winter season, the reduction of the observations and the calculation of the tide tables are made by the same staff. Miss A. Lughren has recently been acting as stenographer, owing to the increase of the work.

The outside staff comprises the tidal observers on both coasts, in addition to the officers and crew of the surveying steamer *Gulnare*. There are twelve observers on the eastern coasts of Canada and the Pacific coast, in charge of the principal tidal stations at which observations are carried on continuously, day and night, summer and winter. The salaries they receive are small, as the work occupies a short time in each day. During the past season, there were also fifteen temporary observers in charge of the secondary tidal stations in British Columbia, as well as one on the lower St. Lawrence.

Respectfully submitted,

WM. P. ANDERSON, M. INST. C.E.,
Chief Engineer.

Chief Engineer's Office,
Department of Marine and Fisheries,
Ottawa, Canada, April 1. 1910.

(INCLOSURE A.)

DETAILED REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF MARINE AND FISHERIES ON CONSTRUCTION. ESTABLISHMENT AND IMPROVEMENT OF LIGHTHOUSES AND OTHER AIDS TO NAVIGATION, UP TO MARCH 31, 1910.

To the Deputy Minister,
Department of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit a detailed report on work done in the construction and establishment of aids to navigation, for the twelve months ending March 31, 1910.

NOVA SCOTIA.

NEW AIDS TO NAVIGATION.

Light station.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Minudie....	Establishment of a 20-foot pole on the public wharf, hoisting a Chance anchor lens lantern.	Day's labour....	F. L. Fultz...	125 50
Maitland......	" "	"	F. L. Fultz...	97 78
Port Wade......	Erection of a 23-foot wooden lighthouse tower, square in plan, with sloping sides, surmounted by a square wooden lantern......	Contract......	J. F. Morrison, jr., Thornes Cove, N. S.	375 00
Redman head ..	Erection of 22-foot wooden light house tower, square in plan, with sloping sides, surmounted by square wooden lantern....	"	Jas. Hemlow, jr., Liscomb, N. S....	525 00
L'Ardoise	Erection of two 22-foot wooden lighthouse towers, square in plan, with sloping sides, surmounted by square wooden lanterns......	"	L. Mury, West Arichat, N.S.	1,340 00
Flint island....	(1) Provision of the machinery for a 3-inch duplicate diaphone plant, with 12-H. P. engines..	Furnished under general contract.........	Can. Fog Signal Co., Toronto, Ont...	8,100 00
	(2) Erection of a wooden fog alarm building..........	Day's labour....	N. J. Campbell	4,827 41
	(3) Installing machinery in the above..........	"	T. Phillips..........	
	(4) Erection of a 62-foot reinforced steel concrete lighthouse tower, hexagonal in plan with six flying buttresses, and surmounted by a circular metal lantern..........	"	F. Silver..........	
	(5) Erection of a wooden boathouse, oil store and outbuildings..........	"	F. Silver..........	
	(The above work was started in 1908-09: see Annual Report for that year.)			

NOVA SCOTIA—*Continued.*

NEW AIDS TO NAVIGATION—*Continued.*

Light station.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Freels, cape	(1) Provision of the machinery for a 3-inch duplicate diaphone plant, with 12-H. P. engines, less a circulating pump, and with other modifications in the standard specification....	Furnished under general contract..........	Can. Fog Signal Co., Toronto, Ont.....	7,535 26
	(2) Pelton water wheel...	Contract........	W. Kennedy & Son, Owen Sound, Ont...	500 00
	(3) Erection of a wooden fog alarm building, engineers dwelling house, and outbuildings...........	Day's labour....	J. L. Colter	4,783 28
	(This work is still under way and will be completed during the coming season of 1910-11.)			

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Light station.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
Apple River....	Repairs to the lightkeeper's dwelling house and coal shed.	Day's labour....	J. Leslie.......	116 85
Parrsboro.......	Repairs to the lighthouse tower and breakwater........	″	G. Osborne......	704 55
Peter island	Erection of a new 44-foot octagonal wooden lighthouse tower, surmounted by an octagonal iron lantern......	Contract........	W. Brooks, Digby, N.S.	1,350 00
Fourchu, cape (1)	Installing a new fog alarm boiler	″	The New Birrell Johnson IronCo., Yarmouth, N.S	500 00
(2)	Repairs to the coal shed, &c ...	Day's labour....	Wm. Carroll...	296 36
Candlebox island	Breakwater repairs	″	P. Amiro...............	234 19
Big Fish island.	Lighthouse repairs............	″ ...	F. L. Fultz............	150 49
Baccaro	Repairs to the lighthouse tower.	″	J. A. Christie..........	498 37
Roseway, cape..	″ ″ ..	″	L. Nickerson..........	223 94
Sand spit.......	Repairs to the pier......	″	J. A. Christie.........	242 05
Gull rock.......	Repairs to the lighthouse tower; also building new boathouse and oil shed...	″	A. Giffin.	788 32
Cross island.....	Repairs to the lightstation......	″ ...	H. N. Pyke............	504 26
Hobson island..	Extending the breakwater 50 feet, and repairing the old portion..........	″	H. A. Berringer	579 39
Westhaver island	Addition to the lightkeeper's dwelling house......... .. .	″	W. Eisenhaur.....	207 90
Green island ..	Erecting a new boathouse and oil store.......	″ ...	S. Samson..............	338 04
Sambro	Erecting a new boathouse and slip.	″	I. J. Stephens..	501 47
Mauger beach...	Repairs to the breakwater.... .	″	Wm. Iceton	877 29
Beaver island...	Installing new diaphone plant..	″	T. Phillips............	210 73
Wedge island...	Protection work repairs..	″	J. Mills...	277 61
Country harbour	Outbuilding repairs...........	″	S. C. McMillan...... ..	416 19
Petitdegrat.....	Cribwork repairs........	″	S. Samson..............	268 41
Arichat.	Lantern repairs..	″	″	143 09
Ronde, cap la...	Breakwater, repairs......	″	″	1,672 69
St. Esprit.....	Erecting new boathouse, and protection work repairs......	″	″	719 03
Scatari.........	Repairs to the lightstation....	″	E. W. Peters..........	834 05
Flat point	Erection of buildings for fog alarm tests................	″	....	530 20

NOVA SCOTIA—*Continued.*

CHANGES AND IMPROVEMENTS IN EXISTING AIDS—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
McNeil beach...	Erection of a new 33-foot wooden lighthouse tower, square in plan, with sloping sides, surmounted by a square wooden lantern. (This tower replaces the old pole light formerly exhibited here)...	Contract..	L. Mury, West Arichat, N.S..	780 00
St. George, cape	Lighthouse tower repairs.......	Day's labour....	G. W. Wolfe.	825 90
North, cape.....	Erection of a new reinforced steel concrete tower. (The old Cape Race tower was taken down in sections, and shipped to the site, where it is now being erected).............	"	"	1,476 78
Pugwash.	Protection work repairs........	"	W. H. Browne.....	327 83
St. Paul island..	Erection of a new wooden fog alarm building...	"	J. L. Colter	2,610 30

NEW BRUNSWICK.

NEW AIDS TO NAVIGATION.

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
Macfarlane point	Erection of 27-foot wooden lighthouse tower, square in plan, with sloping sides, surmounted by a square wooden lantern..	Day's labour....	Ed. Rourke.......... ..	761 56
Outhouse point..	Erection of 27-foot wooden lighthouse tower, square in plan, with sloping sides, surmounted by a square wooden lantern..	"	"	738 90
St. Louis gully..	Establishment of two 20-foot poles, hoisting Chance anchor lens lanterns. (These lights were removed from Black Lands gully, which station has been abandonned.)...........	"	Jas. Legoof	52 82
Dalhousie.......	Erection of a 23-foot wooden lighthouse tower on the Government wharf. (This light replaces the range lights formerly exhibited on Douglas and Montgomery isds., which have been permanently discontinued).	"	P. B. Troy..............	654 02

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
Musquash	Lighthouse tower repairs.......	Day's labour....	Ed. Rourke.............	280 98
Pecks point.....	Erection of a new wooden dwelling house for the fog alarm engineer; also new coal shed.	Contract........	E. R. Reid, Welchpool, N.B..............	1,940 00
Little Shippigan	Erection of a wooden shelter shed	Day's labour.. .	J. H. Blakley........ ...	245 80
Heron isd.......	" "	"	Ed. Rourke.............	301 50

PRINCE EDWARD ISLAND.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Panmure isd....	Erection of a new wooden dwelling house for the fog alarm engineer..................	Contract........	J.M. Clark, Summerside, P.E.I..............	1,900 00
Blockhouse point	Lighthouse tower repairs.......	Day's labour....	B. Huntley............	919 13
Charlottetown ..	Erection of a new freight shed on the Marine Government wharf......................	"	Capt. J. Nicholson.....	911 55

QUEBEC.

NEW AIDS TO NAVIGATION.

St. Chas. de Caplan	Establishment of a 20-foot pole hoisting a Chance anchor lens lantern...........	Contract........	U. Dion, St. Chas. de Caplan, P.Q.........	115 00
New Richmond.	" "	"	" "	115 00
Bonaventure....	" "	"	P. Bourdage	115 00
Est, cap à l'.....	Erection of a 33-foot octagonal reinforced steel concrete lighthouse tower, surmounted by an octagonal iron lantern. (This work is still under way)	Day's labour....	H. de Haan...........	1,098 27
Dogs, cape......	(1) Provision of the machinery for a 3-inch duplicate diaphone plant, with 6-H.P engines. ..	Furnished under general contract..........	Can. Fog Signal Co., Toronto, Ont...........	6,800 00
	(2) Installing the above machinery........................	Day's labour...	A. Ouimet............	16,050 04
	(3) Erection of a wooden fog alarm building..............	"	H. de Haan...........	
	(4) Erection of a 53-foot reinforced steel concrete lighthouse tower, octagonal in plan, and surmounted by a circular metal lantern........	"	V. Talbot	
	(5) Erection of a wooden dwelling house for the light-keeper (This work was started during the season 1908-09 and is still in progress)..................	"	H. de Haan	
Watts point	Erection of a 30-foot steel skeleton tripod, to serve as a day beacon......	"	L. Hudon.............	230 20

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Belle Isle (W. end...........	Erection of a new wooden fog alarm building ; and renewing air piping to same from the power house...........	"	A. Cantin	9,497 84
Belle Isle, N. E. End..........	Repairs to the lightstation....	"	L. Hudon........ ...	1,014 19

QUEBEC—*Continued.*

CHANGES AND IMPROVEMENTS IN EXISTING AIDS—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				cts.
Bauld, cape.....	Reinforcing the present cast iron lighthouse tower.....	Day's labour....	J. Blanchette........ ...	4,854 32
Norman, cape...	Reinforcing the present cast iron lighthouse tower	"	"	3,373 89
Amour point....	Repairs to oil store, etc........	"	L. Hudon........	141 45
Anguille, cap...	Laying water piping...........	"	P. J. Colton	225 11
Ray, cape.......	Strengthening the cast iron lighthouse tower; installing two new boilers, provided from stock; and repairing the lightkeeper's dwelling house..	"	R. L. Kelso.............	2,497 85
Entry island.. .	Moving the lantern from its present position to the apex of the lightkeeper's dwelling house; and also moving the oil store................. .	"	F. Parent....	274 34
Whale island. ..	Rebuilding the day beacon, carried away by storm last winter.	Day's labour....	L. Hudon....	245 27
Cap Chap wharf	Establishment of two poles, on the village wharf, 14 and 20 feet high respectively, hoisting Chance anchor lens lanterns......................	"	O. Tremblay...........	2,222 87
Cap Chat.......	Erection of a new 33-foot steel reinforced concrete lighthouse tower, square in plan, with sloping sides, surmounted by a circular metal lantern...			
Matane	Erection of a new wooden dwelling house for the lightkeeper, and repairing the oil shed.. .	"	A. Vézina....	4,570 21
Lower Traverse Lightship.....	Installing a diaphone plant.....	"	A. Ouimet..............	633 37
Lower Traverse.	The purchase of the schooner *William Foley*, to be fitted up as a lightship for this station.	....	H. T. LeBlanc, Quebec, P.Q.................	4,350 00
Upper Traverse.	Repairs to the pier.............	Day's labour....	A. Perron.....	3,223 65
St. Pierre (Orleans island...	(1) Provision of the material for a 3-section steel skeleton lighthouse tower for the back light of this range................	Furnished under general contract.........	Goold, Shapley & Muir, Brantford, Ont.	502 80
	(2) Erection of the above lighthouse tower, and alterations to the old front lighthouse tower..................... ...	Day's labour....	O. Tremblay...........	1,652 34
Ste. Famille....	Moving back the lighthouse to a new site...................	"	"	379 08

MONTREAL DISTRICT.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Batiscan..	Riprap repairs to the front pier.	Day's labour....	A. Filion...............	233 35
Port St. Francis.	Repairs to the front range pier..	〃	E. Tremblay............	94 50
Lac, pte. du	Construction of a new concrete pier to carry the front range light. The pier is 70 feet square at the bottom, with battered sides...............	〃 ...	〃	15,312 00
St. Peter, lake..	Erection of a 22-foot wooden lighthouse tower on the front pier at No. 2 curve. The building is rectangular in plan, having a square tower on the north end...................	〃	〃	5,434 91
Barques, île des .	Repairs to front pier...........	〃	A. Tremblay............	728 35
Moine, île du....	Reinforcing the front pier ...	〃	P. Beauchemin.........	3,236 03
Chambly.	Rebuilding the stone wall of the basin........	〃	D. Peterkin.......... .	275 66
St. Jean (Richelieu river).....	Erection of a 23-foot wooden lighthouse tower on the boom pier, to take the place of the open lantern formerly exhibited...	〃	〃	606 42
Lavaltrie.. . ..	Repairing both concrete piers of this range....................	〃 ...	A. Tremblay......	2,805 08
Contrecœur village..........	Strengthening and repairing the front range concrete pier.....	〃	〃	6,374 34
Verchères Traverse.........	Repairing both piers of the range.	〃	〃	1,787 12
Ste. Thérèse, île.	Moving the front light, and repairs to the back lighthouse tower........	〃	P. Beauchemin.....	1,983 30

ONTARIO.

NEW AIDS TO NAVIGATION.

Supple point....	Erection of a 27-foot wooden lighthouse tower on a masonry foundation, surmounted by a square wooden lantern.......	Day's labour ...	T. H. Brewer...........	829 91
Burlington beach	(1) Provision of the machinery for a 1-inch single diaphone plant, with a 3-h.p. gasoline engine......................	Furnished under general contract.	Can. Fog Signal Co., Toronto, Ont..........	1,170 00
	(2) Installation of the above machinery....	Day's labour....	W. H. Roebuck.........	218 65
Port Stanley....	Erection of a reinforced concrete gas lighted beacon, 27 feet high, on the outer end of the breakwater.............	Contract........	F.R. Miller, Port Stanley, Ont..............	3,850 00
Penetanguishene	Erection and installation of two electric lights on poles.	〃	Penetanguishene Electric Company.	143 00

ONTARIO—*Continued.*

NEW AIDS TO NAVIGATION—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year,
				$ cts.
Sheguiandah....	Establishment of two poles, hoisting Chance anchor lens lanterns, to serve as a range, with a diamond-shaped slatted daymark attached to each....	Day's labour....	T. H. Brewer....	79 77
Goderich.	Erection of a reinforced concrete gas lighted beacon, 15 feet high, on the western end of the breakwater.................	Contract........	Wm. Bermingham, Kingston, Ont.............	3,000 00
Belle river......	Erection of two day beacons, consisting of diamond-shaped slatwork attached to poles....	Day's labour...	T. H. Brewer....	118 46
Sand point......	Erection of a 22-foot wooden lighthouse tower, square in plan, with sloping sides, surmounted by a square wooden lantern.....................	"	M. J. Egan............	287 67
Gimli (Lake-Winnipeg)....	Erection of a 23-foot wooden lighthouse tower, square in plan, with sloping sides, surmounted by a square wooden lantern.....................	"	Superintended by W. S. Young, Inspector of Fisheries, Selkirk, Man.	661 33

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Arnprior........	Lighthouse tower repairs.......	Day's labour....	T. H. Brewer...........	102 00
Spence island. .	Erection of a 27-foot wooden lighthouse tower, on a masonry foundation; replacing the old pole light and shed, which has been removed........	"	"	838 76
Pigeon island...	Constructing lantern platform for the new tower....	"	M. J. Egan............	257 96
Peter, point.....	(1) Provision of the material for a 3-inch duplicated diaphone plant, with 12-h.p. engines...	Furnished under general contract..........	Can. Fog Signal Co., Toronto, Ont.	8,100 00
	(2) Installation of the above machinery	Day's labour....	W. H. Roebuck,......	1,346 24
	(3) Alterations to the old fog alarm building, and repairs to the lighthouse tower.........	"	M J. Egan............	
Scotch Bonnet..	Repairs to the concrete breakwater and lighthouse tower ..	Day's labour....	M. J. Egan	1,712 90
Presqu'ile	Protection work repairs..... .	"	M. J. Egan	361 56
Edward, point..	Rebuilding the front range wooden lighthouse tower, destroyed by fire................	"	T. H. Brewer..... ...	667 60
Great Duck isd..	Lighthouse tower repairs	"	M. J. Egan...	1,597 79
Nottawasaga isd	Repairs to the lightkeeper's dwelling house, boathouse and outbuildings, also to the protection work	"	M. J. Egan............	1,034 71

ONTARIO—*Continued.*

CHANGES AND IMPROVEMENTS IN EXISTING AIDS—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Burlington be'ch	Erection of a new 41-foot reinforced steel concrete lighthouse tower, octagonal in plan, surmounted by an octagonal iron lantern..........	Day's labour....	F. P. Jennings.........	3,970 32
Port Dalhousie..	Repairs to the lightkeeper's dwelling house	"	B. McGrath............	241 97
Colchester reef..	Protection work repairs...	"	M. J. Egan.............	6,478 71
Killarney	(1) Erection of a new 29-foot wooden lighthouse tower, surmounted by an octagonal iron lantern, at Killarney east. .. (2) Erection of a new 29-foot wooden lighthouse tower, surmounted by an octagonal iron lantern, at Killarney west. ..	"	T. H. Brewer	782 29
Shoal island	Erection of a new wooden lightkeepers's dwelling house, with a square wooden lantern rising from the middle of its hip roof.........................	"	D. Peterkin.	1,493 22
Sault Ste. Marie	(1) Provision of the material for a 77-foot steel skeleton lighthouse tower, for the back light of the canal lower entrance range....	Furnished under general contract..........	Goold, Shapley & Muir, Brantford, Ont....	814 20
	(2) Provision of the material for a 54-foot steel skeleton lighthouse tower, for the back light of the canal upper entrance range......	"	"	516 50
	(3) Provision of the material for a 20 foot steel skeleton lighthouse tower, for the front light of the canal upper entrance range.................	"	"	377 85
	(4) Erecting the above three lighthouse towers............	Day's labour....	T. H. Brewer...........	2,998 24
Pins, pointe aux.	Lighthouse tower repairs	"	T. H. Brewer...........	278 20
Caribou island..	(1) Provision of the material for a 5-inch duplicate diaphone plant, with 12-H. P. engines..	Furnished under general contract...... ...	Can. Fog Signal Co., Toronto, Ont....	11,840 00
	(2) Erection of the above machinery..	Day's labour....	W. H. Roebuck.......	3,675 64
	(3) Alterations to the old fog alarm building..............	"	D. Peterkin...........	
Rosseau	Cribwork repairs; also renewing the lighthouse tower foundations.................	"	M. J. Egan.............	409 58

BRITISH COLUMBIA.

NEW AIDS TO NAVIGATION.

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year. $ cts.
Triangle island..	To expediate the hauling of materials for the construction of a reinforced concrete lighthouse tower, etc., as well as for the establishment of a wireless telegraph station, a roadway was blasted from the shore to the building sites, and an inclined tramway constructed. A large quantity of building materials were also purchased for construction work, which will be carried on during the coming fiscal year	Day's labour....	J. D. Macdonald........	20,549 38
Estevan point...	Erection of a 100-foot reinforced steel concrete lighthouse tower, octagonal in plan, stiffened with 8 flying buttresses, and surmounted by a circular metal lantern	"	L. Humber.............	20,147 46
Carmanah......	(1) Provision of the machinery for a 3-inch duplicate diaphone plant with two 12 h.p. engines.	Furnished under general contract..........	Canada Fog Signal Co ..	8,100 00
	(2) Installing the above machinery	Day's labour....	W. H Peters	7,651 44
	(3) Erection of a new wooden fog alarm building.	" . .	L. Cullison............	
	(4) Repairs to the lighthouse tower	" ...	"	
Bamfield islands	Erection of a concrete beacon (under construction)..........	"	H. C. Killeen......	668 40
Lardo spit	Establishment of a pole, hoisting a Chance anchor lens lantern, with a shed erected at the base.....................	"	Under the supervision of Capt. Gore, superintendent C. P. R. Lake and River Service.....	181 90

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Green island....	Relining of the lighthouse tower, and other repairs...........	Day's labour....	C. N. Tubman..........	1,265 94
Lawyer island ..	Erection of a 66-foot octagonal wooden lighthouse tower, surmounted by a polygonal iron lantern	"	J. F. Redmond..........	7,108 66
Ivory island	Erection of a new shed and derrick; also repairs to the fog alarm building	"	C. N. Tubman..........	1,730 67
Race rocks.. ...	(1) Provision of the machinery for 3-inch duplicate diaphone plant, with 6-h.p. engines....	Furnished under general contract...... ...	Canada Fog Signal Co., Toronto, Ont	6,800 00

BRITISH COLUMBIA—*Continued.*

CHANGES AND IMPROVEMENTS IN EXISTING AIDS—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
	(2) Installing the above machinery	Day's labour	W. H. Peter	4,681 25
	(3) Erection of a new wooden fog alarm building	"	L. Cullison	
Quatsino (Entrance island).	Erection of a new wooden lightkeeper's dwelling house, with an octagonal iron lantern rising from the middle of its hip roof.	"	H. C. Killeen	6,864 57
West coast trails (Vancouver island)	This work was continued during the season of 1909-10, and a first class trail is now in existence along the water front in the vicinity of Cape Beale and Pachena point, and beyond in the direction of Carmanah.	"	J. A. Macdonald	31,014 88

Respectfully submitted.

WM. P. ANDERSON, M. INST., C.E.,
Chief Engineer.

Chief Engineer's Office,
Department of Marine and Fisheries,
Ottawa, Canada, April 1, 1910.

APPENDIX No. 2.

ANNUAL REPORT OF THE COMMISSIONER OF LIGHTS.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the seventh annual report of this branch. The principal work performed has been the substitution of modern dioptric apparatus in a number of major coast lights, the improvement of minor coast lights by the installation of petroleum vapour as an illuminant, an extension of the gas buoy and beacon service throughout the various provinces, and the maintenance of lights and other aids to navigation throughout the Dominion, together with the installation of what new apparatus was required at new stations.

The gas buoys and beacons continue to give satisfaction, and during the winter just passed there were less gas buoys adrift or out of operation than in any previous winter, this being due to the fact that the department is adding to its information on this subject, thereby making possible a better selection of moorings and more expert handling. Only one loss occurred in the matter of gas buoys, viz., the No. 11 gas and whistling buoy, which broke adrift from the Southwest ledge, Cape Sable, and went ashore on Noddy island. Parts of the buoy were damaged, such as the superstructure and whistling tubes, but the buoy body will be recovered at the first opportunity.

The submarine bells have given excellent service, having been in constant operation during thick weather since their establishment some three years ago. Four shore stations are in operation: Negro Head, Yarmouth, Chebucto Head and Louisburg; and five lightship stations: Lurcher, Anticosti, White Island, Red Island and Prince Shoal.

In the Nova Scotia agency, the *Lady Laurier* and *Aberdeen* have been in use in connection with the lighthouse and buoy service. The buoys on the Bay of Fundy coast of Nova Scotia from Cape Sable inward are under the control of the New Brunswick agency.

In the New Brunswick agency, much improvement has been effected by reason of the C.G.S. *Stanley* having been detailed for buoy service in that agency, at the same time rendering unnecessary the employment of chartered vessels and greatly improving conditions with regard to the buoy service.

It has not yet been possible to provide a permanent base of operations, equipped with suitable facilities, for handling the work of this agency, but it is hoped that in the near future suitable arrangements can be made.

In the Prince Edward Island agency, the C.G.S. *Brant* is useful in delivering lighthouse supplies, but is not large enough to handle the larger buoys. These buoys are handled spring and fall by one of the steamers of the Nova Scotia agency.

In the Quebec agency, facilities for handling lighthouse supplies and buoys are satisfactory. The larger buoys in the Magdalene islands, which some years ago were maintained by contract and later by the Prince Edward Island agency, are again about to be maintained under contract system, a reasonable offer for maintaining them having been received by the department. This arrangement will greatly lessen the work in this branch with regard to this particular service.

In the Montreal agency, there has been a material extension of the gas buoy service, and the need has been felt for a better class of vessel than the *Shamrock* to cope with the work in connection with it. However, when the new steamer provided for in this year's estimates shall have been constructed, this agency will be well provided with facilities so far as the lighthouse and buoy service is concerned.

The Dominion Lighthouse Depot, Prescott, still continues to be an establishment of great usefulness. From the depot is administered the buoy service between Montreal and Kingston, and like wise the buoy service in the Bay of Quinté. The depot is also a distributing point for apparatus throughout the Dominion, likewise a manufacturing centre for lighthouse apparatus of a special nature. Photometric and other tests are performed from time to time in order to determine the usefulness of new apparatus or to establish a comparison between various types of apparatus. Much useful information has thereby been obtained not available elsewhere.

The work in the Parry Sound agency consists particularly in the maintenance of gas buoys and acetylene lights in the Georgian bay. This service, which had hitherto been handled by the aid of a derrick scow and chartered tug, is now performed by the C.G.S. *Simcoe*, which was built in England and was put into service in the early summer of last year. This steamer also is employed on inspection work and delivery of lighthouse supplies from Kingston to Fort William, and for the removal of lightkeepers from rock stations in Lake Superior late in the fall and placing them on their stations again in the spring. Hitherto both the work of delivering supplies and removing lightkeepers was of necessity performed by chartered vessels.

In the British Columbia agency, much development has taken place in the lighthouse and buoy service. The C.G.S. *Newington*, which was last summer put into service in this agency, has been of very material assistance in connection with a large derrick scow. The need has been felt for some time for a powerful lighthouse and buoy steamer, and it is gratifying to observe in the estimates an amount of money for the provision for such vessel. The need has also been felt for a base of operations in the northern waters of British Columbia, and arrangements are under way towards providing a buoy depot at Prince Rupert.

Please find herewith inclosures as follow:—

Inclosure No. 1.—Statement by provinces, showing new aids to navigation established throughout the Dominion, also improvements effected in existing aids, during the fiscal year 1909-10.

Inclosure No. 2.—Statement by provinces, showing the number of lightstations, lights, fog-alarms and warning buoys in service during the fiscal year 1909-10.

Inclosure No. 3.—Statement by divisions, showing the number of gas buoys in service throughout the Dominion during the fiscal year 1909-10.

Inclosure No. 4.—Statement giving complete list of stations at which gas buoys were in operation throughout the Dominion during the fiscal year 1909-10.

In conclusion, I desire to express and record my appreciation of the able assistance rendered by my staff, and the untiring application to duty exhibited by each member. It would not have been possible to carry out the large and increasing amount of work which is devolving upon this branch without the co-operation of all the officers connected with it.

I have the honour to be, sir,
Your obedient servant,

J. G. MACPHAIL,
Acting Commissioner of Lights.

Commissioner of Lights Office,
Department of Marine and Fisheries,
March 31, 1910.

(Inclosure No. 1.)

Statement by provinces, showing new aids to navigation established throughout the Dominion, also improvements effected in existing aids, during the fiscal year 1909-10.

NOVA SCOTIA.

New Aids.

L'Ardoise, Cape Breton Island.—Range lights.

Front Light.—Apparatus is a dioptric 6th order 270° lens, with duplex lamp, showing a fixed red light.

Latitude, N. 45° 36′ 50″.
Longitude, W. 60° 45′ 0″.

Back Light.—Apparatus is a dioptric 6th order 270° lens, with duplex lamp, showing a fixed red light.

Little Liscomb.—Lighthouse established. The apparatus is a dioptric 5th order 360° lens, with duplex lamp, showing a fixed white light. The light should be visible 11 miles from all points of approach by water.

Latitude, N. 45° 0′ 47″.
Longitude, W. 61° 57′ 2″.

Liverpool, Barrel Rock Bar.—Electric light on dolphin, 660 feet N. 66° W. from light on Fort point.

Latitude, N. 44° 2′ 37″.
Longitude, W. 64° 42′ 29″.

Liverpool, South Coast of Nova Scotia.—Light established on middle of bridge in Liverpool harbour. The light is electric, fixed red, shown from a 32 candle-power lamp, and is elevated 28 feet above high-water mark, and should be visible one mile.

Minudie, Cumberland Basin.—Pole light, fixed white, on outer end of wharf. A 270° 6th order lantern. Light should be visible six miles from all points of approach by water.

Latitude, N. 45° 46′ 23″.
Longitude, W. 64° 20′ 11″.

Parker Cove, Bay of Fundy.—Lighthouse established on the breakwater. The apparatus is a dioptric 6th order 270° lens with duplex lamp, showing a fixed red light. The light should be visible six miles from all points of approach by water.

Latitude, N. 44° 48′ 46″.
Longitude, W. 65° 32′ 17″.

Port Wade, Annapolis Basin.—Lighthouse established. The apparatus is a dioptric 6th order 270° lens, duplex lamp, showing a fixed red light. The light should be visible six miles from all points of approach by water.

Latitude, N. 44° 40′ 22″.
Longitude, W. 65° 42′ 40″.

Improvements.

Arichat, Canso Harbour.—A 270° 5th order dioptric illuminating apparatus has been substituted for the catoptric apparatus heretofore used.

Canso Harbour.—A 5th order 360° dioptric illuminating apparatus has been substituted for the catoptric apparatus heretofore used.

Cape Sable.—A 55 m/m vapour installation replaces the constant level lamp heretofore in use.

Cape St. Lawrence.—A 55 m/m vapour light replaces the pressure lamp.

Cranberry Island, Southeast Coast.—The upper light shown from the lighthouse at this point has been changed from a fixed white light to an occulting white light with the following characteristic:—Visible 3 seconds, eclipsed 5 seconds, visible 17 seconds, eclipsed 5 seconds, in every 30 seconds. The illuminant is petroleum vapour burned under an incandescent mantle.

Fishing Point, Pugwash Harbour, Northumberland Strait.—The fixed white light at this point has been changed to an occulting white light visible for 6 seconds and eclipsed for 4 seconds alternately. The light should be visible 12 miles. The illuminating apparatus is dioptric of the 4th order, and the illuminant, petroleum vapour burned under an incandescent mantle.

Flint Island, East Coast, Cape Breton Island.—A new lighthouse has been built at this point, and a 3rd order dioptric quadruple flashing light has been installed, the light having the following characteristic:—

Flash	·25	second.
Eclipse	·75	“
Flash	·25	“
Eclipse	·75	“
Flash	·25	“
Eclipse	·75	“
Flash	·25	“
Eclipse	4·25	“

Complete revolution, 7½ seconds. The illuminant is petroleum vapour burned under an incandescent mantle. The light is elevated 74 feet above high-water mark, and should be visible 14 miles from all points of approach.

Green Island, Country Harbour Approach.—A group revolving white light, having two periods of maximum intensity, with an interval of 9 seconds between their points of greatest brilliancy followed by an interval of 27 seconds, during the greater part of which the light will be eclipsed, the apparatus completing a revolution, or phase, in 36 seconds, replaces the fixed white light heretofore shown. The illuminating apparatus is catoptric, and the illuminant, petroleum vapour, burned under an incandescent mantle. Candle-power, 40,000.

Hobson Island.—A duplex lamp replaces the constant level lamp heretofore used.

Isaac Harbour, South Coast.—The two fixed white lights, 20 feet apart vertically, shown from the lighthouse at this point, have been replaced by an occulting white light with the following characteristic:—

Visible	25	seconds.
Eclipsed	5	“
Visible	5	“
Eclipsed	5	“
In every	40	“

The illuminating apparatus is dioptric of the 4th order, and the illuminant, petroleum vapour, burned under an incandescent mantle. The lighthouse has been surmounted by a new octagonal iron lantern painted red.

Kidston Island, St. Patrick Channel, Cape Breton Island.—A 4th order 270° dioptric illuminating apparatus has been substituted for the catoptric apparatus heretofore used.

McNeil Beach, East Coast, Cape Breton Island.—The pole light has been replaced by a tower, and the illuminating apparatus is a 6th order 270° lens. The light is fixed red, and should be visible five miles from all points of approach by water.

Parrsboro, Minas Basin, Bay of Fundy.—The fixed white light has been improved by the substitution of a 4th order dioptric illuminating apparatus for the catoptric apparatus heretofore used.

Point Prim, Digby Cut, Bay of Fundy.—A revolving white catoptric light, the flashes attaining their greatest brilliancy every 15 seconds, replaces the fixed white light heretofore shown. The illuminant is petroleum vapour burned under an incandescent mantle.

Pomquet Island, George Bay.—A 5th order 270° dioptric illuminating apparatus has been substituted for the catoptric apparatus heretofore used.

Port George, Bay of Fundy.—The fixed green light has been improved by the substitution of a 6th order dioptric illuminating apparatus for the catoptric apparatus heretofore used.

Port Hood, East Coast, Cape Breton Island.—The fixed light at this point has been changed to an occulting white light, visible 20 seconds and eclipsed 10 seconds alternately. The illuminating apparatus is dioptric of the 4th order. The red sector in this light has been discontinued.

Ragged Island Harbour.—The fixed white light heretofore shown from this station has been replaced by an occulting white light, visible 6 seconds and eclipsed 4 seconds alternately. The illuminating apparatus is dioptric of the 4th order, and the illuminant, petroleum vapour, burned under an incandescent mantle.

Stoddart Island.—A 5th order 270° dioptric illuminating apparatus has been substituted for the catoptric apparatus heretofore used.

Westport.—Old lighthouse showing two fixed white catoptric lights has been replaced by new tower and a dioptric 5th order apparatus showing a fixed white light. The illuminant is petroleum vapour, burned under an incandescent mantle.

Gas Buoy Services.

Petitdegrat Inlet, Madame Island, Station No. 94.—Automatic gas and bell buoy, painted in alternate black and white vertical stripes, with an occulting white light, has been established and moored in 10 fathoms of water.

One casualty only has to be reported, namely, the No. 11 gas and whistling buoy, anchored at the Southwest ledge, Cape Sable, broke adrift and went ashore on Noddy island. The body and whistling tubes were damaged, also the superstructure lost. The buoy will be brought to Halifax at the first opportunity and repaired

Other Aids to Navigation.

Cockerwit Passage, Southwest Coast.—1. A steel conical buoy, painted red, has been established to mark the northern end of Bon Portage island, north bar.

2. A steel can buoy, painted black, has been established to mark the southern end of Robinson Ball, south bar.

3. A can buoy, painted black, has been established on the esastern side of Barret rock, which lies about one-third of a mile east of Stony island.

East Ironbound Island, South Coast.—Hand foghorn at light station.

Kingsport, Minas Basin.—Hand foghorn.

L'Archeveque.—Bell buoy.

Laurier Rock, Lockeport.—The red conical buoy heretofore moored at this point has been replaced by a bell buoy, painted red.

Minudie Point, Cumberland Basin, Bay of Fundy.—A 5-foot steel conical buoy, painted red, has been established in four fathoms of water, two-fifths of a mile northwest of this point.

Latitude, N. 45° 47′ 45″.
Longitude, W. 63° 23′ 50″.

Ragged Reef Point, Chignecto Channel, Bay of Fundy.—A bell buoy has been established one-half mile N. 56° W. from this point. The buoy is painted red, with name in white letters on the deck, and is moored in six fathoms of water.

Latitude,	N. 45° 40′ 30″.
Longitude,	W. 64° 30′ 20″.

Sheet Rock, South Coast.—Hand foghorn at light station.

Torbay, South Coast.—Hand foghorn at light station.

Wolf Point, Ship Harbour Approach.—Hand foghorn at light station.

Discontinuances.

Cranberry Island, Southeast Coast.—Lower light (fixed white).

Petitdegrat, Madame Island.—Bell buoy.

NEW BRUNSWICK.

New Lights.

Dalhousie Harbour, Restigouche River, Chaleur Bay.—Lighthouse established. The light is occulting white, with the following characteristic:—

Visible	17	seconds.
Eclipsed	5	"
Visible	3	"
Eclipsed	5	"
In every	30	"

The light is elevated 22 feet above high-water mark, and should be visible nine miles from all points of approach by water. The illuminating apparatus is dioptric of the 4th order, and the illuminant, petroleum vapour, burned under an incandescent mantle.

Latitude,	N. 48° 4′ 25″.
Longitude,	W. 66° 22′ 16″.

Macfarlane Point, Petitcodiac River.—Lighthouse established. The light is a fixed white light, elevated 27 feet above high-water mark, and should be visible five miles from all points of approach by water. The illuminating apparatus is dioptric of the 7th order.

Latitude,	N. 46° 0′ 30″.
Longitude,	W. 64° 41′ 50″.

Outhouse Point, Petitcodiac River.—Lighthouse established. The light is a fixed white light, elevated 27 feet above high-water mark, and should be visible five miles from all points of approach by water. The illuminating apparatus is dioptric of the 6th order.

Latitude,	N. 46° 5′ 4″.
Longitude,	W. 64° 45′ 35″.

St. Louis Gully.—Front—7th order 180° anchor lantern, showing a fixed white light. Back—7th order 180° anchor lantern showing a fixed white light.

Improvements.

Cape Spencer, Bay of Fundy.—The alternating red and white light has been changed to a group revolving white light, having two periods of maximum intensity, with an interval of 9 seconds between their points of greatest brilliancy, followed by an interval of 27 seconds, during the greater part of which the light will be eclipsed, the apparatus completing a revolution. or phase, in 36 seconds. The illuminating apparatus is catoptric, and the illuminant, petroleum vapour, burned under an incandescent mantle. Candle-power, 40,000.

Grey's Point.—The pressed lens at this point has been replaced by a 240° 7th order improved anchor lantern.

Hendry Farm, Washademoak Lake.—A 6th order 240° dioptric illuminating apparatus replaces the catoptric apparatus heretofore used.

Musquash Island, Washdemoak Lake.—A 6th order 270° dioptric illuminating apparatus replaces the catoptric apparatus heretofore used.

Newcastle, Miramichi River.—This light has been improved by the substitution of a 6th order 270° dioptric illuminating apparatus for the pressed lens heretofore used.

St. John Beacon Light.—This light has been changed from a fixed red light to an occulting white light, visible 7 seconds and eclipsed 3 seconds alternately. The illuminant is petroleum vapour burned under an incandescent mantle.

Discontinuances.

Black Lands Gully, Kouchibouguac Bay.—Range lights.

Cape Tormentine, Northumberland Strait.—Fog bell.

Dalhousie Harbour, Chaleur Bay.—Light on railway shed. Light on Montgomery island.

Other Aids to Navigation.

Petite Lameque Bay, Shippigan Sound.—Two spar buoys have been established at this point. The more northerly buoy is painted black, and is moored in 2½ fathoms of water.

Latitude, N. 47° 48′ 14″.
Longitude, W. 64° 42′ 6″.

The more southerly buoy is painted red and is moored in three fathoms of water.

Latitude, N. 47° 48′ 22″.
Longitude, W. 64° 41′ 5″.

Tormentine Reefs, Northumberland Strait.—A steel can buoy, painted black, replaces bell buoy.

PRINCE EDWARD ISLAND.

Improvements.

Cape Bear, Southeast Coast.—The revolving red catoptric light has been changed to a revolving white catoptric light, the flashes attaining their greatest brilliancy every 30 seconds. The iluminant is petroleum vapour, burned under an incandescent mantle.

East Point, Northeast Coast.—The revolving catoptric light attaining its greatest brilliancy every three minutes has been changed to a revolving white catoptric light, attaining its greatest brilliancy every 15 seconds. The illuminant is petroleum vapour, burned under an incandescent mantle.

Haszard Point.—Front—25 m/m vapour installation. Back—25 m/m vapour installation.

North Point.—The revolving white catoptric light attaining its greatest brilliancy every minute has been changed to a revolving white catoptric light, attaining its greatest brilliancy every 30 seconds. The illuminant is petroleum vapour, burned under an incandescent mantle.

Wood Island.—35 m/m vapour installation.

Other Aids to Navigation.

Belle River, Northumberland Strait.—A steel can buoy has been established southward from Belle river breakwater, south coast of Prince Edward Island. From the buoy, Belle point bears S. 56° E. and Nicholas point bears N. 22½° W. The buoy is in the alignment of Woods island lighthouse and Belle point. It is moored in 2½ fathoms of water, and is painted black, with the name in white letters on top.

Latitude, N. 45° 58′ 12″.
Longitude, W. 62° 50′ 20″.

Tryon Shoal, Northumberland Strait.—The whistling buoy which heretofore marked this point has been replaced by a steel conical buoy, pointed red, with name in white letters.

Gas Buoy Services.

Midstraits between Tryon shoal and Tormentine reefs.—A combined gas and whistling buoy has been established.

Latitude, N. 46° 9′ 25″.
Longitude, W. 63° 38′ 30″.

From the buoy, Carleton head bears N. 5° W., distant 6¼ miles, Indian point bears S. 82° W., distant 6¼ miles, and Jourimain island lighthouse bears N. 66° W., distant 7 miles. The buoy is moored in 12 fathoms of water. It is of steel, cylindrical, quartered black and white, with the words 'Midchannel, Northumberland strait,' painted on it. The buoy shows an occulting white light.

Miscouche Shoal, Bedeque Bay.—The gas and whistling buoy heretofore moored at the southeastern end of this shoal has been moored further southward, and is now in five fathoms of water.

Latitude, N. 46° 20′ 19″.
Longitude, W. 63° 52′ 0″.

From the buoy, Sea Cow head lighthouse bears S. 42° E., and Indian point lighthouse bears N. 62° E.

QUEBEC.

New Aids.

Cape Dogs, River St. Lawrence.—A 3rd order dioptric double flashing light and lantern has been erected on a new tower. The light is flashing white, having the following characteristic:—

Flash	·25	seconds.
Eclipse	·75	"
Flash	·25	"
Eclipse	3·75	"

The illuminant is petroleum vapour, burned under an incandescent mantle. Candle-power, 100,000.

Latitude, N. 47° 54′ 34″.
Longitude, W. 69° 48′ 17″.

Chat Wharf, River St. Lawrence.—Front—240° anchor lantern on pole 218 feet from outer end of wharf. Light is fixed red. Back—240° anchor lantern on pole 310 feet west from front light.

Lower Traverse Pier, River St. Lawrence.—Lightship to replace pier which was carried away by ice.

St. Charles de Caplan.—360° 7th order anchor lantern.

Improvements.

Bagot Bluff, Anticosti Island.—A new catoptric illuminating apparatus has been installed. The light, which is revolving white catoptric, attains its greatest brilliancy every 20 seconds. The illuminant is petroleum vapour, burned under an incandescent mantle.

Biquette.—A 3rd order dioptric single flashing light, showing one bright flash every three seconds, thus:—

Flash..	·20	seconds,
Eclipse..	2·80	"

replaces the revolving white catoptric light. The illuminant is petroleum vapour, burned under an incandescent mantle. Candle-power, 100,000.

Cape Chat, River St. Lawrence.—A new lighthouse tower having been erected, the revolving white catoptric light has been discontinued, and a new 3rd order dioptric light and lantern installed. The light is flashing white, showing one bright flash every three seconds, thus:—

Flash..	·20	seconds.
Eclipse..	2·80	"

The illuminant is petroleum vapour, burned under an incandescent mantle. The light is elevated 120 feet above high-water mark, and should be visible 17 miles from all points of approach by water. Candle-power, 100,000.

Father Point.—A 3rd order dioptric quadruple flashing light, showing a group of four bright flashes every 7½ seconds, thus:—

Flash..	·25	seconds,
Eclipse..	·75	"
Flash..	·25	"
Eclipse..	·75	"
Flash..	·25	"
Eclipse..	·75	"
Flash..	·25	"
Eclipse..	4·25	"

has been installed. The illuminant is petroleum vapour, burned under an incandescent mantle. Candle-power, 55,000.

Flower Island, Strait of Belle Isle, Newfoundland.—The revolving white catoptric light, attaining its greatest brilliancy every 30 seconds, has been changed to a revolving white catoptric light, attaining its greatest brilliancy every 12 seconds. The illuminant is petroleum vapour, burned under an incandescent mantle. Candle-power, 30,000.

Port Basque, Southwest Coast, Newfoundland.—The fixed red light at this point has been changed to an occulting white light with the following characteristic:—

Visible..	5	seconds.
Eclipsed..	5	"
Visible..	15	"
Eclipsed..	5	"
In every..	30	"

The illuminating apparatus is dioptric of the 4th order, and the illuminant petroleum vapour, burned an incandescent mantle.

Rivière du Loup, River St. Lawrence.—The light shown from this lighthouse on the south shore has been changed from a fixed white to a fixed red light, which should be visible seven miles from all points of approach by water.

Ste. Croix, River St. Lawrence.—The fixed white light at this point has been improved by the substitution of a 4th order dioptric illuminating apparatus for the catoptric apparatus heretofore used. The illuminant is petroleum vapour, burned under an incandescent mantle.

Latitude, N. 46° 37′ 44″.
Longitude, W. 71° 43′ 53″.

St. Jean, Island of Orleans.—The light on the wharf at this point has been moved to the new freight shed on the outer end of the wharf. The light is fixed white, and is shown from a square wooden lantern on the roof of the shed. The light is elevated 34 feet above high-water mark, and should be visible 11 miles from all points of approach by water.

St. Jean, Richelieu River.—A lighthouse tower has been erected at this point and a 240° 7th order dioptric light installed, which replaces the lens lantern heretofore maintained. The light is fixed red, elevated 26 feet above the summer level of the river, and should be visible three miles in the line of range.

Latitude, N. 46° 17′ 55″.
Longitude, W. 73° 13′ 8″.

Other Aids.

Anse aux Gascons, Chaleur Bay.—Hand foghorn.

Barachois de Malbaie, Gaspé Coast.—Hand foghorn.

Etang du Nord, Grindstone Island, Magdalen Islands.—Hand foghorn.

Goose Cape, River St. Lawrence.—Hand foghorn.

Hare Island.—Steel conical buoy, painted red, No. 46—B.

Latitude, N. 47° 47′ 40″.
Longitude, W. 69° 43′ 20″.

Ile du Milieu, River St. Lawrence.—Range day beacons established to mark the axis of the dredged channel at the lower end of Ile aux Foins from the main channel to Ile du Milieu.

Front beacon—Latitude N. 46° 3′ 2″; longitude, W. 73° 10′ 23″.

Back beacon stands 500 feet N. 62° 12′ W. from the front one.

Maranda Rocks, Island of Orleans, West End.—The red spar buoy, No. 88—B, heretofore moored off the southern side of these rocks has been replaced by a steel conical buoy, painted red, moored in the same position.

Pointe-au-Pavillon, Orleans Channel.—A steel can buoy, painted black, has been established in three fathoms of water off this point.

Latitude, N. 46° 53′ 31″.
Longitude, W. 71° 7′ 6″.

From the buoy Ange Gardien front range light bears N. 6° W., and Ange Gardien church bears N. 48° E.

St. Michel, River St. Lawrence.—Two spar buoys, one painted black and the other red, have been moored at the outer end of the dredged channel leading to the wharf.

Latitude, N. 46° 53′ 3″.
Longitude, W. 70° 54′ 52″.

Two spar buoys, one painted black and the other red, have been moored 1,000 feet from the outer end of the wharf, one on each side of the dredged channel.

Latitude, N. 46° 53′ 0″.
Longitude, W. 70° 54′ 48″.

Watts Point, Strait of Belle Isle.—A day beacon has been erected between Cape Norman and Flower ledge lighthouse, Newfoundland. It is a skeleton steel tripod, 30 feet high, painted white.

Latitude, N. 51° 27′ 22″.
Longitude, W. 56° 19′ 27″.

Whale Island, Bonne Espérance Harbour, Gulf of St. Lawrence.—The beacon erected in 1897 has been carried away, and replaced by a skeleton steel tripod, 30 feet high, painted white.
Latitude, N. 51° 21′ 22″.
Longitude, W. 57° 40′ 49″.

Gas Buoys.

No. 44—Q, Cap Santé, River St. Lawrence.—Gas buoy replaces red iron conical buoy.

No. 59—B, Lower Traverse, River St. Lawrence.—Gas buoy.

Discontinuances.

Belle Isle, South End.—Cotton powder bombs discontinued.

Cap Santé, River St. Lawrence.—Iron conical buoy painted red.

Chambly Wharf, Richelieu River.—The light on the wharf on the south side of Chambly basin, on the east side of the entrance to the canal.

Father Point, River St. Lawrence.—Cotton powder bombs discontinued.

Lark Islet, Saguenay River Entrance.—Light discontinued.

QUEBEC—MONTREAL AGENCY.

Other Aids to Navigation.

Batiscan Traverse.—The black spar buoy No. 109—Q has been replaced by a steel can buoy, painted black.

Cap Levrard.—Black spar buoy No. 107—Q.
Latitude, N. 46° 32′ 11″.
Longitude, W. 72° 10′ 22″.

Cap Madeleine.—Black spar buoy No. 45—C has been replaced by a steel can buoy, painted black.

Black spar buoy No. 51—C has been replaced by a steel can buoy, painted black.

Ile à l'Aigle.—Black spar buoy No. 141—M has been replaced by a steel can buoy, painted black.

Lake St. Peter, Curve No. 3.—A black spar buoy, No. 15—L, has been established at the lower end of curve.
Latitude, N. 46° 15′ 54″.
Longitude, W. 72° 41′ 6″.

The black spar buoy (old No. 19—L) which was moored about three-fifths of a mile below Pointe du Lac front range light, has been withdrawn.
Latitude, N. 46° 15′ 55″.
Longitude, W. 72° 41′.14″.

A black spar buoy, No. 19—L, has been moored at the old position of gas buoy No. 21—L, about one-quarter of a mile below Pointe du Lac front range light.
Latitude, N. 46° 15′ 54″.
Longitude, W. 72° 41′ 44″.

Black spar buoy No. 23—L has been moved 700 feet S. 78° W. from its old position.
Latitude, N. 46° 15′ 46″.
Longitude, W. 72° 42′ 21″.

Lake St. Louis.—Spar buoy, known as 72—S, painted red and black, horizontal bands.

Latitude, N. 45° 25′ 14″.
Longitude, W. 73° 44′ 3″.

Spar buoy known as 74—S, painted red.

Three Rivers.—Red spar buoy No. 54—C has been replaced by a conical buoy, painted red.

Red spar buoy No. 56—C has been replaced by a conical buoy, painted red.

New Aids.

Grenville Bay.—Front—Pressed lens lantern. Back—Pressed lens lantern.

Other Aids to Navigation—Gas Buoys.

Lake St. Peter.—The following changes in buoyage have been made:—

Poulier Laforce.—Old number, 6—L. New number, 3—L.

English Bank.—Old number, 13—L. New number, 9—L.

Nicolet Traverse.—Old number, 17—L. New number, 13—L.

No. 21—L.—The gas buoy at this point has been moved 1,450 feet N. 87° from its old position.

Latitude, N. 46° 15′ 51″.
Longitude, W. 72° 42′ 3″.

Lake St. Peter, Curve No. 3.—A gas buoy, painted black, No. 17—L, has been established about one-half mile below Pointe du Lac front range light.

Latitude, N. 46° 15′ 55″.
Longitude, W. 72° 41′ 25″.

The acetylene gas light shown is a white light, automatically occulted at short intervals.

Portneuf, No. 52—Q.—The red spar buoy has been replaced by a gas buoy, painted red. The light is occulting white.

ONTARIO.

New Aids.

Gimli, Man.—5th order 360° lens with duplex lamp.

Penetanguishene.—Front—A group of two 50 candle-power electric lamps, showing a fixed white light. Back—A group of two 50 candle-power electric lamps, showing a fixed white light.

Port Burwell.—Two range lights in the northern part and on the east side of the harbour established by the Pennsylvania-Ontario Transportation Company, have been taken over by the department. The lights are fixed white, shown from reflector lanterns.

Salt Point, entrance to Presqu'ile Bay, Lake Ontario.—7th order lens.

Sand Point, Chats Lake, Ottawa River.—8-inch pressed lens with duplex lamp.

Supple Point, Allumette Island.—270° 6th order lens and duplex lamp.

Improvements.

Burlington Bay, Lake Ontario.—The range lights on masts have been discontinued, and a new tower built. The apparatus is a dioptric 4th order 360° lens, showing a fixed red light. Duplex lamp.

Ditchburn Shoal, Rosseau Lake.—The pressed lens formerly used has been replaced by a 7th order lens. The new iron lantern is square, and is painted red.

Cape Croker.—A 3rd order double flashing light, having the following characteristic, has been erected:—

Flash	·25	seconds.
Eclipse	·75	"
Flash	·25	"
Eclipse	3·75	"

The illuminant is petroleum vapour, burned under an incandescent mantle. Candle-power, 100,000.

Collingwood, Georgian Bay.—The fixed red light shown from the front lighthouse has been improved by the substitution, in the alignment of the outer range of lights, of a 4th order lens for the 6th order lens heretofore used. In the alignment of the range to the wharfs a 7th order lens is now used.

Kincardine.—4th order lens and vapour installation replaces old catoptric light.

Ninemile Point, Simcoe Island.—The fixed white light has been changed to an occulting white light, visible six seconds and eclipsed four seconds alternately. The illuminating apparatus is dioptric of the 4th order, and the illuminant, petroleum vapour, burned under an incandescent mantle. Candle-power, 1,800.

Pigeon Island.—The revolving white catoptric light has been changed to a flashing white, showing two bright flashes every five seconds, thus:—

Flash	·22	seconds.
Eclipse	·78	"
Flash	·22	"
Eclipse	3·78	"

The illuminating apparatus is dioptric of the 4th order, and the illuminant, petroleum vapour, burned under an incandescent mantle. Candle-power, 25,000.

Port Burwell.—A 4th order 180° dioptric illuminating apparatus has been substituted for the catoptric apparatus heretofore used. The illuminant is petroleum vapour, burned under an incandescent mantle.

Port Colborne, Lake Erie.—The light at the back range has been changed from occulting red to occulting white.

Port Maitland.—A 4th order 180° dioptric illuminating apparatus has been substituted for the catoptric apparatus heretofore used. The illuminant is petroleum vapour, burned under an incandescent mantle.

Spence Island, Lower Allumette Lake.—A fixed white light of the 7th order dioptric in a tower replaces the light shown from a lamp on a pole.

Thunder Cape.—Lens and vapour installation replaces old catoptric light.

Western Islands, Georgian Bay.—The occulting white light has been replaced by a 4th order dioptric single flashing light, giving one bright flash every 15 seconds. The illuminant is petroleum vapour, burned under an incandescent mantle.

Other Aids.

Belle River, Lake St. Clair.—Range day beacons. The front beacon is in:

Latitude, N. 42° 17′ 51″.
Longitude, W. 82° 42′ 30″.

The back beacon stands 375 feet S. 3° E. from the front.

Cove Island, Lake Huron.—Automatic whistling buoy in 23 fathoms of water, six miles N. 80° W. from Cove island lighthouse on Gig point.

Latitude, N. 45° 20′ 8″.
Longitude, W. 81° 52′ 24″.

The buoy is painted black and white in vertical stripes.

Devil Island, Lake Huron.—Day beacons. Front beacon is in:
Latitude, N. 45° 16′ 33″.
Longitude, W. 81° 43′ 45″.

Back beacon on Williscroft island is N. 20° E., one-half mile from White rock.

Four Mile Point, Simcoe Island, Lake Ontario.—Hand foghorn.

Goderich, Lake Huron.—Black spar buoy about due south of the south end of the outer breakwater.

Iroquois to Prescott.—Red spar buoy, No. 138—U, established on the north side of the ship channel, 588 feet S. 69° W. from new position of 136—U.

Red spar buoy No. 138—U has been renumbered 140—U. It remains in its old position, 1,120 feet S. 69° W. from the new position of No. 136—U.

Black spar buoy No. 141—U, on the south side of the channel, has been moved 55 feet east from its old position to a point 1,215 feet N. 35° E. from the south pier head at the lower entrance to North channel.

Gas buoy No. 136—U and spar buoy 138—U have been exchanged in place and number. The spar buoy now 136—U is located 700 feet N. 49° W. from the south pier head at the western entrance to Galops canal.

Other Aids.

Otter Island, Lake Superior.—Hand foghorn.

Port Burwell, Lake Erie.—Platform bell buoy.
Latitude, N. 42° 38′ 11″.
Longitude, W. 80° 48′ 30″.

A fog bell has been established on the outer end of the east breakwater.

Port Maitland, Lake Erie.—Hand foghorn.

Wingfield Basin, Georgian Bay.—A red spar buoy has been moored in 17 feet of water on the west edge of the outer end of dredged cut, 600 feet outside of the point.

A black spar buoy has been moored in 17 feet of water on the east side on the inner end of the dredged cut, 400 feet inside the point.

A pair of tapering wooden beacons about 10 feet high by about 2 feet wide, painted white, are established on the south shore of the basin, which in one, bearing S. 1° W., mark a line 25 feet westward of the axis of the dredged cut.

Gas Buoy and Beacon Services.

Montreal-Kingston Division—

Iroquois Canal.—Gas buoy No. 136—U has been moved 175 feet N. 53° E. from its old position. No. 138—U.

Penitentiary Shoal, Kingston Harbour Approach.—Gas buoy, No. 61—T.

Port Stanley, Lake Erie.—Automatic acetylene gas beacon on breakwater, showing a fixed red light.

Georgian Bay Division—

Bigsby, Key Inlet.—Gas buoy, 20—K.

Entrance, Key Inlet.—Gas buoy, No. 2—K.

Goderich, Lake Huron.—Automatic acetylene gas beacon on the western end of breakwater off the entrance to the harbour.

Inside, Key Inlet.—Gas buoy, No. 26—K.

Keefer Bend, Key Inlet.—Gas buoy, No. 14—K.

Kennedy Bank, Georgian Bay.—Gas buoy, No. 10—P.
Latitude, N. 45° 30′ 16″.
Longitude, W. 80° 40′ 50″.

Maganatawan Ledges, Byng Inlet Approach.—Gas buoy, No. 1—B.
Latitude, N. 45° 43′ 49″.
Longitude, W. 80° 45′ 27″.

Mann Reef, Key Inlet.—Gas buoy, No. 24—K.

Murray Bend, Key Inlet.—Gas buoy, No. 8—K.

Vails Point, Georgian Bay.—The red spar buoy which heretofore marked this shoal has been replaced by a combined gas and bell buoy, No. 1—P, moored in 10 fathoms of water, 1¼ miles N. 45° W. from the point.
Latitude, N. 44° 44′ 16″.
Longitude, W. 80° 46′ 22″.

The buoy is of steel, cylindrical, painted black, surmounted by a steel frame supporting the bell and lantern; the light is fixed white. The illuminant is acetylene, generated automatically. The bell is rung by the motion of the waves.

Gas Buoy Services.

Sault Ste. Marie Division—

Vidal Shoal, St. Mary River.—Gas buoy No. 2, at the upper end of Vidal shoal, on the southern edge of the dredged channel opposite the present red gas buoy.

Vidal Shoal, St. Mary River.—Gas buoy No. 3, on the northern edge of the channel at the lower end of Vidal shoal, 2,400 feet below the present red gas buoy at the upper end of Vidal shoal.

Sault Ste. Marie Canal, Upper Entrance.—Gas buoy No. 5, on the northern edge of the channel, 1,000 feet below Sault Ste. Marie canal upper entrance front range light, River St. Mary.

Discontinuances.

Colquhoun Island, River St. Lawrence.—Gas buoy No. 88—F.

Goderich.—Gas buoy moored south of western end of breakwater off the entrance to Goderich harbour, Lake Huron, has been discontinued.

Lachine.—Gas buoy No. 16—S.

Kitchener Island, Lake Huron.—Light.

Pelee Island, Lake Erie.—Light.

Presqu'ile, Georgian Bay.—Light.

Tolsmaville, Cockburn Island, Lake Huron.—Light.

Weller Bay, Lake Ontario.—Light.

BRITISH COLUMBIA.

New Lights.

Estevan Point, Vancouver Island, West Coast.—Lighthouse established. The light is flashing white, showing a group of three flashes every 10 seconds, thus:—

Flash	·30	seconds.
Eclipse	1·37	"
Flash	·30	"
Eclipse	1·37	"
Flash	·30	"
Eclipse	6·36	"

The light is elevated 125 feet above high-water mark, and should be visible 17 miles from all points of approach by water. The illuminating apparatus is dioptric of the first order.
Latitude, N. 49° 22′ 5″.
Longitude, W. 126° 32′ 22″.

Kootenay Landing.—Pressed lens lantern.

Improvements.

Brockton Point, Vancouver Harbour.—The 7th order light at this point has been improved by the substitution of a 4th order 270° lens.

Entrance Island, Quatsino Sound.—The thirty-one day Wigham lamp has been discontinued, and replaced by a dioptric 5th order fixed white light, shown from a new lighthouse.

Other Aids to Navigation.

Boat Harbour, Stuart Channel.—Steel conical buoy, painted red; will be known as the Entrance Point buoy.

Latitude, N. 49° 5′ 40″.
Longitude, W. 123° 47′ 41″.

Canoe Pass, Roberts Bank, Strait of Georgia.—A steel can buoy, surrounded by a latticework drum, the whole painted black, has been established.

Latitude, N. 49° 2′ 3″.
Longitude, W. 123° 15′ 5″.

Danger Rock.—A wooden spar buoy, painted red.

Latitude, N. 49° 5′ 29″.
Longitude, W. 123° 47′ 51″.

Ellinor Rock, Prince Rupert Harbour Approach.—Steel can buoy, painted red and black in horizontal bands.

Grassy Point, Bayne Sound.—Owing to a storm having destroyed the beacon at this point, a steel can buoy, painted black, has been moored in 12 fathoms of water.

Latitude, N. 49° 38′ 53″.
Longitude, W. 124° 54′ 32″.

Helen Point.—The explosive fog bell maintained at this point has been replaced by a fog bell operated by machinery.

Kestrel Rock, Prince Rupert Harbour Approach.—Spar buoy, painted black.

Kitson Bank, Prince Rupert Harbour.—(1) Steel conical buoy painted red, on northwest shoulder of bank.

Latitude, N. 54° 11′ 22″.
Longitude, W. 130° 20′ 28″.

(2) Steel conical buoy, painted red, on southwest shoulder of bank.

Latitude, N. 54° 9′ 50″.
Longitude, W. 130° 19′ 19″.

Ladysmith, Oyster Harbour, Stuart Channel.—Wooden platform buoy, 8 feet square, with slatwork pyramid surmounted by a drum, the whole painted black, has been established, to mark the edge of the shoal ground extending from the south shore of Oyster harbour.

Latitude, N. 48° 59′ 40″.
Longitude, W. 123° 48′ 39″.

The buoy is moored in three fathoms of water.

Metlakatla Harbour.—The shrub beacon having been destroyed by the sea, it has been replaced by a red conical buoy.

Petrel Rock, Prince Rupert Harbour Approach.—Steel can buoy, painted black.

Porpoise Harbour, Chatham Sound.—(1) Black spar buoy off northwest end of three-fathom bank on north side of entrance.

Latitude, N. 54° 12′ 0″.
Longitude, W. 130° 20′ 2″.

(2) Black spar buoy off the south end of three-fathom bank, on north side of entrance.

Latitude, N. 54° 11′ 42″.
Longitude, W. 130° 19′ 45″.

(3) Black spar buoy in nine fathoms of water close southward of rock (drying nine feet) on north side of entrance.

Latitude, N. 54° 11′ 48″.
Longitude, W. 130° 19′ 3″.

Gas Buoy Services.

Station No. 36.—*Grey Point, Burrard Inlet, Strait of Georgia.*—Gas and bell buoy, replacing bell buoy.

Station No. 44.—*Goose Spit.*—Acetylene beacon.

Station No. 47.—*Oyster Bay.*—Gas and bell buoy.

Station No. 88.—*Kennedy Island, Skeena River, Chatham Sound.*—Gas beacon.

Latitude. N. 54° 5′ 0″.
Longitude, W. 130° 10′ 50″.

Station No. 93.—*Georgia Rock, Prince Rupert Harbour Approach.*—Gas and bell buoy.

Latitude, N. 54° 13′ 7″.
Longitude. 130° 21′ 42″.

Station No. 107.—*Banks Island, Browning Entrance, Hecate Strait.*—Gas and whistling buoy. Occulting white light.

Station No. 112.—*Copper Island. Skincuttle Inlet, Hecate Strait.*—Gas beacon, showing occulting white light.

Latitude. N. 52° 19′ 48″.
Longitude, W. 131° 10′ 0″.

Discontinuances.

Kestrel Rock, Prince Rupert Harbour Approach.—Gas buoy.

Chatham Point. Discovery Passage.—Explosive fog bell.

New England Rock.—Gas and whistling buoy.

Ridley Island Range.—Day beacons.

Stenhouse Shoal. Brown Passage.—Gas and whistling buoy.

Swiftsure Bank, Juan de Fuca Strait.—Gas and whistling and bell buoy.

(INCLOSURE No. 2.)

Statement by provinces, showing the number of lightstations, lights, fog-alarms and warning buoys in service during the fiscal year 1909-10.

Number of lightstations, lights, fog-alarms and warning buoys in the Dominion:—

—	Lightstations.	Fog alarm stations.	Lights.	Lightships.	Lightboats.	Keepers.	Diaphones.	Sirens.	Fog horns and trumpets.	Fog bells.	Hand fog horns.	Hand fog bells.	Gas buoys.	Gas beacons.	Whistling buoys.	Bell buoys.	Submarine bells.	Fog whistles.	Fogs guns or bombs.
Nova Scotia	247	2	277	2	..	270	10	..	3	5	43	..	30	....	13	37	3	7	1
New Brunswick	117	4	146	1	1	124	8	..	6	3	20	1	23	....	4	7	2	2	..
Prince Edward Island	45	..	72	....	..	49	1	..	1	...	2	..	6	....	1	....	..	....	..
Quebec	138	1	168	5	1	146	18	1	2	....	15	2	33	....	2	2	4	3	6
Montreal	102	..	172	3	..	122	....	..	....	....	....	.	66	....	....	....	..	....	..
Ontario	223	..	289	..	..	184	22	2	1	3	38	1	79	2	1	4	..	2	..
Manitoba	8	..	11	....	..	6	....	..	....	....	....	..	....	....	....	....	..	....	..
British Columbia	89	2	92	1	..	60	13	..	4	9	3	..	17	30	3	....	..	....	..
	969	9	1,227	12	2	961	72	3	17	20	121	4	254	32	24	50	9	14	7

Besides the above-mentioned lights, there are in the Dominion lights under private control, as follows:—

Nova Scotia	1
New Brunswick	1
Quebec	2
Montreal	7
Ontario	31
British Columbia	4
Total	46

(Inclosure No. 3.)

Statement by divisions, showing the number of gas buoys in service throughout the Dominion during the fiscal year 1909-10.

District No.	District.	Type.						
		5 & 6	7 & 8½	9 & 9½	11	14	*C	Total.
1	Nova Scotia	......	8	......	20	2	......	30
2	New Brunswick**	2	10	8	3	......	......	23
3	Prince Edward Island***	1	......	5	......	......	......	6
4	Quebec	......	22	......	......	......	11	33
5	Platon-Montreal	......	19	......	......	......	47	66
6	Montreal-Kingston****	7	36	......	......	......	......	43
7	Lake Ontario	1	1	......	......	......	......	2
8	Lake Erie	......	4	......	......	......	......	4
11	Thames River	......	1	......	......	......	......	1
12	St. Clair River	......	1	......	......	......	......	1
13	Sarnia	......	1	......	......	......	......	1
14	Goderich	......	1	......	......	......	......	1
15	Southampton	......	1	......	......	......	......	1
16	Georgian Bay	......	13	1	2	......	......	16
17	Sturgeon River	1	......	......	......	......	......	1
18	Sault Ste. Marie	2	3	......	......	......	......	5
19	Port Arthur	......	3	......	......	......	......	3
24	British Columbia	......	9	8	......	......	......	17
		14	133	22	25	2	58	254

* Compression.

** Nine buoys on the Nova Scotia coast have been included here, as they are attended to by the New Brunswick Agency.

*** One buoy on the New Brunswick coast has been included here, as it is attended to by the Prince Edward Island Agency.

**** Eleven buoys on the St. Lawrence river have been included here, as they are attended to by the Dominion Lighthouse Depot, Prescott, Ont. staff.

(INCLOSURE NO. 4.)

Statement giving the complete list of stations at which gas buoys were in operation throughout the Dominion during the fiscal year 1909-10.

UNDER THE NOVA SCOTIA AGENCY.—DISTRICT No. 1.

Station No.	Name of Station.	Description of Buoy.
24	Pubnico	Gas and whistling.
27	Cape Sable, Southwest Ledge	"
29	Brazil Rock	"
32	Shelburne	"
35	Lockeport	"
37	Little Hope	"
39	Liverpool	"
40	Liverpool Fairway	Gas and bell.
45	La Have	"
48	Lunenburg	Gas and whistling.
49	Lunenburg, East Point Ledge	Gas and bell
54	North East Shoal	Gas and whistling.
60	Sambro	"
61	Outer Automatic, Halifax Harbour	"
62	Inner Automatic, Halifax Harbour	"
63	Neverfail, Halifax Harbour	Gas.
65	Thrumcap	Gas and bell.
67	Middle Ground, Halifax Habour	Gas.
70	Egg Island	Gas and whistling.
72	Sheet Harbour	"
76	Liscomb	"
80	Isaac Harbour	"
84	Whitehead	"
86	Canso or Grime Shoal	"
90	Cerberus Rock	"
94	Petitdegrat	Gas and bell.
100	Guion Island	Gas and whistle.
102	Louisburg	"
108	Flat Point	"
109	South-East Bar, Sidney	Gas.

UNDER THE NEW BRUNSWICK AGENCY.—DISTRICT No. 2.

4-S.	Blonde Rock	Gas and whistling.
6-S.	South-West Fairway, Yarmouth	"
8-S.	Cape Fourchu	"
10-S.	Hen and Chickens, Yarmouth	Gas and bell.
12-S.	South West Ledge, Brier Island	Gas and whistling.
14-S.	North West Ledge, Brier Island	"
16-S.	Avon River	Gas.
3	Old Proprietor	Gas and whistling.
5	North Wolves	"
7	Lepreau	"
9	Partridge Island	"
18	Foul Ground, St. John Harbour	Gas.
20	Quaco Ledge	Gas and whistling.
31	Scaumenac, Restigouche River	Gas.
32	Point Lanim, Restigouche River	Gas.
34	Point LaGarde, Restigouche River	Gas.
36	Oak Point, Restigouche River	Gas.
38	Traverse, Restigouche River	Gas.
40	Busteed, Restigouche River	Gas.
42	Horseshoe Bar East, Miramichi	Gas.
44	Horseshoe Bar West, Miramichi River	Gas.
46	Young's Point, Caraquet	Gas.
47	Grasy Point, Caraquet	Gas.

UNDER THE PRINCE EDWARD ISLAND AGENCY.—DISTRICT No. 3.

Station No.	Name of Station.	Description of Buoy.
1	Indian Rocks	Gas and whistling.
2	Point Prime	"
3	Fitzroy Rock	"
4	Mid Straits	"
5	Miscouche Shoal	"
6	Zephyr Rock, Shediac Bay, N. B	Gas.

UNDER THE QUEBEC AGENCY.

District No. 4.

Station No.	Name of Station.	Description of Buoy.
27-B.	Father Point	Pintsch gas.
29-B.	Rimouski Road	"
38-B.	Barrett Ledge	" gas and bell.
51-B.	Pilgrim Shoal	Gas and bell.
56-B.	Traverse, Middle Ground	Gas.
58-B.	Middle Ground Centre, Opposite Lower Traverse Pier	"
59-B.	Lower Traverse	"
60-B.	Middle Ground, Traverse, Southwest extremity	"
64-B.	Channel Patch	Pintsch, gas and bell.
65-B.	Port Joli	Gas.
67-B.	Beaujeu Bank, Northeast extremity	" and bell.
69-B.	Beaujeu, New Channel, left hand	Gas.
70-B.	Beaujeu Bank, Southwest of stream	" and bell.
77-B.	St. Thomas	Gas.
80-B.	Quarantine or Grosse Isle	"
86-B.	Madame Island Reef	"
87-B.	Beaumont Reef	"
89-B.	Point Levis	"
96-B.	Lark Reef, South end	Pintsch gas.
102-B.	Morin Shoal	Gas.
106-B.	Grand Pointe	Pintsch gas.
110-B.	Eastern Narrows, North Traverse	"
10-Q.	Fly Bank	Gas.
15-Q.	Point Nicholas	"
24-Q.	Pointe aux Trembles	"
28-Q.	Point St. Antoine	"
34-Q.	Ste. Croix	"
44-Q.	Cap Sante	"
49-Q.	Point Platon	"

MONTREAL DIVISION.

District No. 5.

Station No.	Name of Station.	Description of Buoy.
2-C.	Point Citrouille	Gas.
15-C.	Champlain or Pouillier Carpentier	"
20-C.	Ile Bigot	"
23-C.	Becancour, Lower Traverse	"
30-C.	Becancour Bend	"
39-C.	Becancour, Upper Traverse	"
43-C.	Cap Madeleine	"
55-C.	Ile aux Cochons	"
59-C.	Three Rivers Shoal	"
4-L.	Pouillier Laforce	"
9-L.	English Bank	"
13-L.	Curve No. 3	"
17-L.	"	"
21-L.	"	"
25-L.	"	"
35-L.	Pointe du Lac course	"
47-L.	"	"
57-L.	Yamachiche Bend	"
58-L.	"	"

MONTREAL DIVISION—*Con.*

District No. 5—Con.

Station No.	Name of Station.	Description of Buoy.
67-L.	Curve No. 2 to White Buoy	Gas.
79-L.	"	"
85-L.	"	"
91-L.	Curve No. 1 to Curve No. 2	"
97-L.	"	"
103-L.	"	"
111-L.	Ile aux Raisins	"
123-L.	Pointe aux Soldats	"
136-L.	Ile de Grace	"
146-L.	Nepigon Shoal	"
1-M.	Hay Island or Ile aux Foins	"
5-M.	St. Ours Traverse	"
16-M.	Bellmouth Curve	"
20-M.	"	"
24-M.	"	"
31-M.	Centrecœur Bend	"
45-M.	Centrecœur Junction	"
82-M.	Plum Island	"
89-M.	Verchères	"
103-M.	Pouillier des Trois Bouées	"
117-M.	Cap St. Michel	"
124-M.	Ile des Lauriers	"
129-M.	Varennes Curve	"
133-M.	Varennes Curve	"
149-M.	Pointe aux Trembles Bend	"
167-M.	Pointe aux Trembles Curve	"
174-M.	Longue Pointe	"
177-M.	Pouillier à Gagnon	"
181-M.	Longueuil	"
191-M.	Longueuil	"
193-M.	Longueuil	"
194-M.	Maisonneuve	"
195-M.	Ile Ronde	"
196-M.	Longueuil	"
52-Q.	Portneuf	"
68-Q.	Batture Simon	"
73-Q.	Batture du Chêne	"
77-Q.	Batture à Cadieux	"
80-Q.	Cap Charles	"
90-Q.	Cap à la Roche Curve	"
97-Q.	Upper Cap à la Roche	"
105-Q.	Cap Levard	"
110-Q.	Cap Levard	"
115-Q.	Batiscan Course	"
119-Q.	Batture St. Pierre	"
123-Q.	Batiscan Anchorage	"
129-Q.	Batture Perron	"

UNDER THE PRESCOTT AGENCY.

District No. 6.

25-F.	Grosse Point	Gas.
30-F.	Soulanges canal, entrance	"
36-F.	Coteau Landing	"
40-F.	Hay Point	"
43-F.	West end of Middle Ground	"
46-F.	Port Lewis	"
48-F.	Point Mouillé Flats	"
64-F.	Lancaster	"
68-F.	Island Bank	"
69-F.	East Lancaster Bar	"
76-F.	Lancaster Bar	"
78-F.	Squaw Island	"
84-F.	Clarks Island	"

UNDER THE PRESCOTT AGENCY—*Con.*

District No. 6—Con.

Station No.	Name of Station.	Description of Buoy.
88-F.	Colquhoun Island	Gas.
96-F.	St. Regis Dyke, West end	"
16-S.	Four-fifth mile above Lachine	"
18-S.	Foot of dredged cut above Lachine	"
38-S.	Lachine Cut, upper entrance	"
48-S.	East of Lightship No. 2	"
53-S.	Off Browns Point	"
76-S.	Between Light No. 2 and Light No. 3	"
86-S.	Between top light and Ile Perrot	"
98-S.	Windmill Point	"
100-S.	Entrance to Soulanges Canal, East	"
102-S.	Entrance to Soulanges Canal, East	"
104-S.	Soulanges Canal, East	"
2-T.	Brockville Narrows	"
4-T.	Hillcrest	"
6-T.	Cole Shoal, Middle Ground	"
8-T.	Fiddlers Elbow	"
12-T.	Gananoque Narrows	"
38-T.	Wolf Island	"
46 T.	Cold Bath Shoal	"
61-T.	Penitentiary Shoal	"
69-T.	West end of Middle Ground, between Snake Island and Seven Acre Shoal	"
102-T.	Northport Shoal	"
110-T.	Trenton	"
6-U.	Delaney Shoal	"
8-U.	Archibald Shoal	"
40-U.	Farran Point	"
54-U.	Prunner Shoal	"
127-U.	Dixon Island	"
136-U.	Upper entrance, Iroquois Canal	"
138-U.	" " "	"

ONTARIO DIVISION.

Lake Erie, District No. 8.

1	Bar Point	Gas.
2	Grub Reef	"
5	West side eastern entrance, Bar point channel	"
6	East " " "	"

Thames River, District No. 11.

1	Thames River	Gas.

St. Clair River, District No. 12.

1	Courtwright	Gas.

Sarnia, District No. 13.

1	Point Edward	Gas

ONTARIO DIVISION—*Concluded.*

Goderich, District No. 14.

Station No.	Name of Station.	Description of Buoy.
2	Goderich Fairway	Gas.

Southampton, District No. 15.

4	Chantry Island, North	Gas.

Georgian Bay, District No. 16.

1-P.	Vails Point	Gas and bell.
2-P.	Hooper Island	Gas.
3-P.	Middle Ground	〃
4-P.	Three Star Shoal	〃
5-P.	Seguin Bank	Gas and whistling.
6-P.	Lone Rock	〃 〃
7-P.	Lockerbie Rock	Gas.
8-P.	Surprise Shoal	Gas and whistling, and bell.
10-P	Kennedy Bank	Gas.
1-B.	Maganatawan Ledges	Gas.
2-K.	Entrance, Key Inlet	〃
8-K.	Murray Bend, 〃	〃
14-K.	Keefer Bend, 〃	〃
20-K.	Digsby, 〃	〃
24-K.	Mann reef, 〃	〃
26-K.	Inside, 〃	〃

Sturgeon River, District No. 17.

1-N	Sturgeon Bar	Gas.

Sault Ste. Marie, District No. 18.

1	Vidal Shoal, north side, upper end	Gas.
2	〃 south side 〃	〃
3	〃 north side, lower end	〃
4	Upper Entrance, south side	〃
5	〃 north side	〃

Port Arthur, District No. 19.

1	Port Arthur	Gas.
2	Southeast Dredged Channel, Fort William	〃
3	Northeast 〃 〃	〃

BRITISH COLUMBIA DIVISION.

District No. 24.

Station No.	Name of Station.	Description of Buoy.
1	Lookout Island	Gas beacon.
2	Kyuquot	Gas and whistling.
19	San Juan	"
23	Lewis Reef	Gas beacon.
24	Kelp Reef	"
25	Dock Island	"
27	Helen Point	"
29	Walker Rock	"
30	Coffin Islet	"
31	Danger Reef	"
32	Joan Point	"
33	Gabrola Reef	"
35	Sand Head	Gas and whistle.
36	Grey Point	Gas and bell.
37	First Narrows, Vancouver Harbour	Gas beacon.
40	Sechelt	"
42	Gallows, Point, Nanaimo Harbour	"
43	West Rocks	"
44	Goose Spit	"
45	Kelp Bar	Gas and bell.
47	Oyster Bay	"
49	Lund	Gas beacon.
52	Gillard Island	"
53	Maud Island	"
54	Chatham Point	"
58	Haddington Reef	Gas.
64	Zero Rock	Gas beacon.
67	Fog Rocks	"
70	Dall Patch	Gas and whistle.
72	Vancouver Dock	"
74	Boat Bluff	Gas beacon.
84	Klewnuggit	"
86	Watson Rock	"
88	Marked Tree Bluff	"
89	Holland Rock	"
92	Casey Point	Gas.
93	Georgia Rock	Gas and bell.
94	Spire Ledge	Gas.
95	Barrett Rock	"
96	Coast Island	Gas beacon.
97	Ridley Island	"
101	Alford Rock	Gas.
103	Hodgson Reef	Gas and whistling.
105	Pointers	Gas beacon.
107	Browning Entrance	Gas whistle.
110	Skidegate or Lawn Point	Gas and bell.
112	Copper Island	Gas beacon.

The whole respectfully submitted.

J. G. MACPHAIL,
Acting Commissioner of Lights.

Commissioner of Lights Office,
Department of Marine and Fisheries,
Ottawa, March 31, 1910.

APPENDIX No. 3.

RIVER ST. LAWRENCE SHIP CHANNEL.

The Deputy Minister, Marine and Fisheries,
Ottawa, Ont.

Sir,—I have the honour to present the following annual report on the operations for the improvement of the River St. Lawrence ship channel during the fiscal year ending March 31, 1910.

I have to acknowledge with very great pleasure that the success of the operations is due in a large measure to the skill and energy of the staff in charge, and also to the untiring and careful work of the crews of the different vessels.

I have the honour to be, sir, yours obediently,

V. W. FORNERET, B.A.Sc.,
Superintending Engineer.

The ship channel of the River St. Lawrence, between Montreal and Father Point, has a total length of about 340 statute miles.

The contracted part of the river, which may properly be called 'ship channel,' commences at the Traverse, to which point from Montreal, the distance is 220 miles.

The length of channel actually requiring improvement by dredging from Montreal to the Traverse, is about 70 miles. The length of the 30-foot channel actually completed at the close of navigation, 1909, is 62½ miles, leaving 7½ miles yet remaining to be dredged, in order to give a clear depth of 30 feet at low tide during the lowest stage of the river level.

From Montreal to Batiscan the tide is not available for navigation, and in order to enable vessels to load to full depth, the dredging of this part of the river was first undertaken, and is now completed.

The completed channel has a minimum width, in the straight portions, of 450 feet, and on the curves from 500 to 800 feet. The widening has all been completed except for a distance of about 2,000 feet in the straight portion of Lake St. Peter below White buoy curve.

As the dredging is completed, the channel is swept, and, therefore, an available depth of 30 feet exists from the sea to Montreal, advantage to be taken of the tide up to Batiscan.

PHYSICAL FEATURES.

It is probable that there is no river in the world better adapted for improvement than the St. Lawrence.

The Great Lakes act as storage reservoirs and settling basins.

Except for floods during the ice accumulations, the fluctuations in level are gradual and not excessive.

The position of the St. Lawrence is the reverse of most rivers. The usual condition of a river is, from the source, steep slopes which erode the banks and transport coarse material, which, as the slope becomes more gradual, decreases until at the mouth of the river the water carries in suspension a fine sediment which deposits, to the great detriment of navigation.

In the St. Lawrence the material from most of the sources of supply is all deposited in the settling basins. From the lakes to the ocean the bottom of the river is usually hard, so that we have not only clear water, but a permanent bed.

The nature of the material composing the bottom of the river, though in many places very difficult to dredge, is for the same reason of such a character that a dredged cut once made is substantially permanent.

In the ship channel the material to be excavated varies from soft blue clay into which a pole may be planted some six or seven feet by hand, to stiff clay, to hardpan as hard as a macadamized road, to shale rock and large boulders. In one or two localities we find coarse sand, to which points dredging has to some extent to be repeated.

The currents of the St. Lawrence are, for a river of such a size, not only reasonable and regular, but altogether free from the usual dangers to navigation resulting from freshets.

The winter season, with its ice and snow, is the one great drawback to the St. Lawrence. This route, however, with its seven months' season of navigation, is one of the greatest factors in the success of the Canadian transportation system.

The successful work accomplished by the ice-breaking steamers during the last two years proves that the season of navigation can be lengthened materially.

HISTORY OF THE SHIP CHANNEL.

The St. Lawrence owing to its situation, is the natural route from the Atlantic to the northern and northwestern half of the North American continent.

The opening of the Lachine canal, connecting Montreal with the Great Lakes in 1825, established the route commercially.

The light-draught sailing vessels could then reach Montreal without trouble, except during a few weeks in the autumn when they resorted to lightering.

In 1844, it was in an effort to give navigation up to Montreal for vessels of 500 tons, that the first work of dredging was undertaken.

The first proposals for improvements were discussed in 1825, the national character of the work being then recognized. Surveys were made and reported upon in 1831, and again in 1838.

In 1841, during an investigation, the committee proposed a tonnage duty sufficient to provide for the cost of the improved channel, which it was considered would be less than that of lighterage. It was, however, agreed that 'in order to draw the produce of the west down the St. Lawrence, it was expedient to make the transit charges as light as possible.'

Operations were commenced by the 'Board of Works' in 1844 and continued until 1847, when, owing to opposition as to the location of the channel-the work was abandoned. After sixty years, it is now considered that the straight channel as commenced would have been preferable in many ways.

In 1850, the Harbour Commissioners of Montreal proposed that they could do the work more economically and expeditiously. They asked for authority to undertake the work and to charge a tonnage duty to pay for the eight per cent interest and two per cent sinking fund.

This plan was adopted in August, 1850, and the commissioners were authorized to proceed in such a manner as they should deem best, the government plant being transferred to them.

The Harbour Commissioners, after examination and the best advice obtainable, adopted the location of the deepest natural channel in Lake St. Peter. This results in the present channel with five tangents, instead of two long straight courses as at first commenced.

The original depth through Lake St. Peter was 10 feet 6 inches.

From 1850, the channel was deepened from stage to stage until in 1888, when the debt amounted to somewhat over three million dollars, the government decided to complete the channel as a national work, and to assume the debt, and from that day the channel has been open free to the commerce of the world.

At that date the channel had been deepened to 27½ feet at ordinary low water from Montreal to Cap à la Roche, and from there to Quebec the tide was available.

Nearly 20,000,000 cubic yards had been dredged at an average cost of about 20 cents per yard, including the cost of the plant.

A dredge of the type of 1846, excavated in Lake St. Peter in one day, 1,200 cubic yards. By wonderful improvements in 1888, the dredge of that time could make 7,200 yards without trouble. At the present time, working day and night, the Lake St. Peter dredge removes at a fairly average rate, 20,000 cubic yards per day.

The work was conducted by the Department of Public Works of Canada from 1889 until 1904, when the management and control of the river, together with the shops and dredges, were handed over to the Department of Marine and Fisheries, which department had general charge of navigation.

At the present time a splendid channel of 30 feet at extreme low water exists from Montreal to Cap à la Roche, and to Quebec by taking advantage of the tide.

The success of the work is in a great measure due to the geographical situation of the route, the physical features of the river favourable for improvement, the determination and public spirit of the business men and industrial corporations of Montreal, and to the recognition by the Government of Canada of the national character of the project.

THE PRESENT PROJECT.

The present project for a 30-foot channel between Montreal and Quebec was adopted in 1889, while the improvements below Quebec were decided upon in 1906.

The estimate of 1899 was for ten years' work. The plant was only partially available until 1903.

The project for the channel between Montreal and Quebec had in view a channel of 30 feet depth, at the extreme low water of 1897, from Montreal to tide water at Batiscan, and from Batiscan to Quebec at extreme low tide. The width contemplated was a minimum of 450 feet in the straight portions and from 550 to 750 feet at the bends. An anchorage was to be provided for Lake St. Peter.

Of this work, the 30-foot channel from Montreal to tide water at Batiscan was completed in 1906. This is now in use, deep-draught vessels in the autumn waiting for tide, to pass Cap à la Roche and St. Augustin bar.

The work remaining to be done is about two miles of shale rock at Cap à la Roche; about one mile at Grondines; about one mile at St. Augustin bar; also about one mile of widening at Ste. Croix, and one-half mile of widening in Lake St. Peter.

Cap à la Roche will probably take from three to four years to complete, while the remainder to Quebec should be completed at the same time, or in one year longer.

The project of work below Quebec, had in view a 30-foot channel at low tide at St. Thomas flats, and at Beaujeau bank, everywhere 1,000 feet wide.

The Beaujeau bank channel was completed in 1909.

The St. Thomas flats, where the material is clay and sand, and covering four miles of channel, should be finished in about three years.

ACCIDENTS IN 1909.

Only two serious accidents occurred in the River St. Lawrence during the season of 1909, one between Montreal and Quebec, the river boat *Pierreville*, which on June 17 collided with the ss. *Torgorm* and sank just outside the ship channel opposite Ile au Raisin.

The other accident was the grounding of the ss. *Campana* near Pointe Ste. Michel, below Quebec. Several attempts were made to float her, but she was finally abandoned, a total wreck.

The minor accidents were as follows:—

Between Montreal and Quebec—

SS. *Corinthian,* Allan line, grounded in the Richelieu rapids on April 30 during heavy snowstorm. Refloated.

SS. *Spheroid,* grounded at Cap Charles on June 25. Broke propeller blade. Refloated.

SS. *Montezuma,* Canadian Pacific Railway steamship line, touched on south bank at Cap à la Roche on September 16.

SS. *Dominion,* White Star-Dominion line, grounded at Cap à la Roche on November 17. Refloated.

Between Quebec and Father Point—

SS. *Odland,* grounded on May 31 on shoal extending from Pointe au Pic, north shore, River St. Lawrence. Refloated.

SS. *Urania,* grounded on reef extending from White island, River St. Lawrence, on August 7. Refloated.

SS. *Wacousta,* grounded at Goose island on September 28. Refloated.

SS. *Ocean,* grounded on Red island, River St. Lawrence, on September 28. Refloated.

SS. *Georgetown,* grounded on Hare island, River St. Lawrence, on September 29. Refloated.

SWEEPING OPERATIONS.

Although with the exception of some minor shoals at Champlain, there is practically no filling in, and although, since the commencement of the ship channel project, no actual boulders have been known to have been carried into the dredged channel, such conditions being possible, it has been decided that once a year the dredged and shallow channels shall be swept.

The problem of sweeping the ship channel thoroughly is a matter of great importance and difficulty. The work has to be carried out with very great care, and good weather conditions are required.

Mr. N. B. McLean, with three assistants, is in charge of the sweeping operations.

A twin-screw steamer, and a testing scow, make up a sweeping plant. When in operation, the bow of the steamer fits into a 'V' shaped groove in the stern of the testing scow which is securely fastened to the steamer by means of strong wire ropes, one on either side, so that the scow is propelled and steered by the steamer.

A steel roller, 40 feet long by 1 foot in diameter, and weighing about two and a half tons, is suspended under the scow to the required depth, and sweeps the channel against the current, running a sufficient number of parallel lines to overlap each other, so as to cover the whole of the ground.

Fogs or smoky weather will interrupt the work, because the shore marks cannot be seen for guidance in running the parallel lines. The work has to be stopped also during rough weather. As the work of testing is always done in the channel, a great deal of difficulty and interruption is caused by passing vessels.

In tidal water the depth is constantly changing, which necessitates frequent raising or lowering of the steel bar. This is done by the aid of a winch on the scow, the steam for which is obtained from the steamer by means of a flexible steam hose.

If an obstruction is found while testing, its position is fixed by simultaneous sextant angles taken by two engineers who stand on the bridge of the scow over the suspended roller. These angles are plotted on a chart with a station pointer, so that when the sweeping is finished in one locality, the positions of obstructions, if any, are located and shown on the chart. It is then an easy matter to have these removed by a dredge or stone-lifter, as the case may be.

The extent of the work may be inferred from the fact that where the channel is 300 feet wide, eight lines are required to be run, and where the channel is wider, it takes from 11 to 15 lines, and up to 22 on the curves.

At the beginning of the season, it is usual to run four lines of testing from Montreal to Batiscan through the dredged channel, and afterwards the channel is tested more thoroughly.

The work below Batiscan, including Cap à la Roche, where the current is strong, and the weather frequently stormy, is usually postponed until about midsummer.

Previous to the work below Quebec being commenced, one sweeping plant was sufficient, but at present two outfits are kept busy covering the ground required to be tested.

During last season, 366 miles of long lines were run, and 60 miles of dredged channel thoroughly swept, which required 500 lines to be run, or a total length of 785 miles. This made a total of 1,153 miles of testing lines, which necessitated 2,000 miles of actual running of the sweeping outfits.

During the season of 1909, no obstruction of any serious nature was found.

MARINE SIGNAL SERVICE.

River St. Lawrence Ship Channel.

There are twelve stations established at the following places:—

——	Distance in nautical miles from Montreal.	In operation.
Montreal	00	Day and night.
Longue Pointe	5	"
Vercheres	19	During daylight.
Sorel	39	Day and night.
Three Rivers	71	"
Batiscan	87	During daylight.
St. Jean des Chaillons	93	Day and night.
Portneuf	108	During daylight.
St. Nicholas	127	Day and night.
Cap Rouge	132	During daylight.
Quebec	139	Day and night.
Crane Island	171	"

The above stations are connected by a private through telephone system, terminating at Quebec and Montreal, with the exception of Crane island, which communicates with Quebec via the Bell Telephone Company's system.

Each station has a mast 60 feet in height, with cross spar 25 feet long about 20 feet from the top of the mast.

When a station is in operation, a 'Jack' is hoisted to the masthead during daylight, and a white light at night.

Signals displayed at west end of cross-spar indicate river or points above station. Signals displayed at east end of cross-spar indicate river or points below station.

For other communications between vessels and stations or vice versa, the International Code of Signals is used.

The telephone service was started on September 1, 1907, and the system of signals on November 5, 1908.

The combined service of telephone and signals has been very useful, and general satisfaction has been given. It is of great value in reporting weather conditions. Information as to the whereabouts of vessels can also be obtained, and signals to passing vessels recorded.

This service has also proved useful in connection with the dredging operations, as, in the event of breakages, &c., communication can immediately be obtained with the shops at Sorel, where orders can be given for repairs, and owing to the promptness of the service a great deal of valuable time has been saved.

In the spring of 1909, the Shipping Federation of Canada suggested that cones, balls and drums be substituted for flags in a special code used at the signal stations between Quebec and Montreal, owing to the fact that during calm spells flag signals could not be distinguished. This proposal was submitted to the department and approved. Arrangements were then made for this change, and after being in operation for several months last season, the shapes have proved to be more satisfactory than the flags.

During the summer, the Sorel and Longue Pointe station buildings were raised several feet to obtain a better view and also to give more room.

Alterations were also made to the Quebec station to give better accommodation.

On February 24, 1910, the Montreal office was transferred from the Harbour building to the Boyer block, 223 Commissioner street, where more suitable quarters were obtained. The offices of the different branches of the department are in this building.

After negotiating for two years. the old Windmill property at Vercheres, P.Q., was finally acquired by the department, and possession was taken on April 1, 1909.

Two objects were attained by this transaction, viz.:—

(1) In making use of the old stone mill as a signal station, being well situated.

(2) In preserving this building, and saving it from destruction, as it is one of the oldest historical buildings in Canada. It was in very bad condition, but was repaired, and it is now considered to be one of the best signal service stations.

The following are a few notes concerning the history of the old Windmill furnished by the parish priest at Vercheres, who had made extensive researches concerning the matter:—

Vercheres was founded about 1667 by M. de Vercheres, an officer in Carignan's Regiment, to whom the Vice-Roy or Governor of New France had conceded a piece of land, now known as the parish of Vercheres.

M. de Vercheres immediately founded an establishment there, which he defended against the attacks of the Iroquois, with the aid of a few colonists.

The most important event during the early days of the colony of Vercheres, was the defence of this establishment by Mlle. de Vercheres in 1692.

In the spring of 1692, a party of Iroquois attacked the colony. Most of the colonists were away clearing land, and M. and Mde. de Vercheres were absent on a voyage to Quebec for the purpose of securing assistance from the governor for his tenants.

Mlle. de Vercheres, with the aid of two old experienced soldiers, had taken refuge in the fort, which had been built near the river side, and from this fort she defended the colony of Vercheres, and repulsed the Iroquois, who would probably have set fire to the place and destroyed all life and property.

It is rightly supposed that the fort of Vercheres is no other than the 'Old Windmill' situated near a creek, and opposite the Richelieu and Ontario Company's wharf.

Old documents and the actual site of the mill prove the foregoing. We also read in the History of Canada by Ferland, that the fort of Vercheres was situated near a small river which flowed into the River St. Lawrence close to the site.

This old mill was built in the year 1690.

ICE-BREAKING OPERATIONS, 1909-10.

I have the honour to submit the following report, for the information of the department, on the ice-breaking operations between Montreal and Quebec, by the steamers *Lady Grey* and *Montcalm.*

The success of the work is shown by the results obtained.

On March 15, 1910, I instructed Mr. N. B. McLean, assistant engineer on the ship channel staff, to proceed to Quebec, and take charge of the work of breaking the ice above Three Rivers. Previously, he made periodical trips during the winter, and reported progress.

Great credit is due not only to Mr. McLean, but to all the officers, for the efficient manner in which they carried out these operations.

The important data which was collected, will be of great value in future.

Dr. H. T. Barnes, Professor of Physics, McGill University, with the consent of the department, placed his assistant, Mr. L. V. King, on board the *Lady Grey*, where he remained all winter recording water temperatures, and valuable information was obtained.

The ice-breaking operations in the River St. Lawrence for the winter of 1909-10 were brought to a close with the arrival of the *Lady Grey* and *Montcalm* in Montreal harbour on April 3, this being sixteen days earlier than in 1909.

On consulting records which go back to 1854, we find that April 2, 1903, was the only occasion when the river was open at an earlier date.

In 1909, the *Montcalm* opened navigation on April 19, ten days earlier than the previous year. This was a very distinct success, when the fact is taken into consideration that the river was frozen over solidly, from Montreal to Cap Rouge, and that at the latter point a heavy jam, roughly three and a half miles long, had to be cut through.

The work of the *Montcalm* in 1908-9 having proved satisfactory, it was decided to reorganize the ice-breaking service, and attempt to get even better results. The conclusions drawn from previous operations were that two boats working together could in all probability keep Cap Rouge clear, and that if the ice were prevented from jamming there, the river above would remain open, at least as far up as Batiscan, and possibly to Three Rivers. With this object in view, the *Lady Grey* was detailed to assist the *Montcalm.*

The plan of operations was to patrol the river, once a day with one steamer, from Quebec to St. Nicholas, the other remaining at Quebec on 'stand-by.' At the first sign of jamming, both ships were to proceed at once to the danger point, and clear a passage with the least possible delay.

This plan was followed throughout the winter, and worked satisfactorily, as the results show. On two occasions, January 20 and March 15, jamming actually took place at Cap Rouge, but the two ice-breakers working together had no difficulty in clearing a passage in from two to three hours. Had there been, however, only one ship available for work, especially in the case of the jam of January 20, it is probable that the result would have been different. It is not likely that one ship could have made headway fast enough to have cut through in the face of the constantly increasing mass of ice coming down from above.

On several other occasions large battures were broken up by the ice-breakers, which otherwise would certainly have jammed at Cap Rouge.

There is no doubt that, had the ice-breakers not been working, the same ice-conditions would have existed as in the winter of 1908-9, i.e., the river covered with ice from Montreal to Quebec, and the opening occurring just as late.

As had been anticipated, with Cap Rouge clear of ice, the river above remained open all winter, to a short distance above Three Rivers.

On March 16, the *Lady Grey* left Quebec for Three Rivers, to commence the work of breaking up the ice in the upper reaches of the river, leaving the *Montcalm* at

Quebec as a rear guard for Cap Rouge in case any further jamming should take place there. This was not likely to occur, as the battures from Les Ecureuils to Cap Rouge were practically all gone, and those above, between Les Ecureuils and Three Rivers, were all light and narrow, and generally much smaller than in the previous year.

The trip of the *Lady Grey* from Quebec to Three Rivers on the above date is the record for winter navigation on the St. Lawrence above Quebec. The weather conditions were very unfavourable. Snow was falling practically all day. Time and again progress could only be made with the telegraph set at 'dead slow' and the lead line going, and on one or two occasions the only guide was the edge of the batture ice, no other marks being visible.

The work done by pilots Laforest and Perreault, who were in charge of the ship on this occasion, navigating without buoys and at times without marks, speaks for itself.

On the morning of March 17, one and a half miles above Three Rivers, the *Lady Grey* began the work of opening the channel, a narrow cut being made from 200 to 300 feet wide. This work continued day by day till eventually the head of the cut had been carried up to a point one mile above No. 2 lightship, a distance of 21 miles from where the work commenced. The length of channel opened varied from day to day. The least advance made was two miles for a short day, and five miles was the best day's work, which is the record cut for one ice-breaker.

The hardest part of the work is in opening the first narrow channel. After this is done, there is no difficulty in widening, as the ice must split out to the free side. Widening was done every day going and coming from work. Good results were obtained from wave action, that is to say the swell made by the ship is used to break up the ice on either side of the channel. One edge is followed as closely as possible with the ship at full speed, and the waves break up the ice from 25 to 100 feet in width according to its thickness. On the return trip the other side is followed. By this means the channel is constantly being widened with no loss of time. The ice broken varied in thickness from 18 to 24 inches.

The battures from Platon to Quebec having practically all gone, and there being no further danger of a jam at Cap Rouge, the *Montcalm* came up the river, and joined the *Lady Grey* at Three Rivers on Sunday, March 20. From this date until the close of the operations the two boats worked together, the *Lady Grey* opening the channel and the *Montcalm* widening.

It was not considered safe to carry the cut up any higher than the point one mile above No. 2 lightship for fear of the ice moving, and the ship being caught and forced on to the bank. All efforts were then devoted to widening, and by March 30 the foot of the lake was open from No. 3 curve south to Nicolet pier, and from there the open water gradually narrowed up to the White buoy curve, where it was about 400 feet wide, and the channel above this point averaged from 200 to 300 feet in width.

From March 24 to 30, there was some loss of time owing to the ice-breakers not being able to go in very far on the banks, the water not being high enough; but each day as the water rose they were worked in to the limit of their draught, and finally had cut in very much further than had ever been attempted before, this being accomplished by working very slowly and carefully, and with the aid of the lead.

On Thursday, March 31, the lake ice began to move, and on that date and April 1 the two ice-breakers were very busy keeping it in motion. On several occasions it jammed, but with the two ships it was a matter of small difficulty to cut the key and get it running again.

By noon of April 2 practically all the ice between the ship channel and the south shore of Lake St. Peter had passed the foot of the lake, but the ice on the north side of the channel was still in place. This ice was so soft and so badly honeycombed that it was really of no consequence; however, to make absolutely certain that it would pass out without jamming, the *Montcalm* was left on guard at Port St. Francis. The *Lady Grey* proceeded to Sorel, running up all the way in almost clear water.

From Montreal to the head of the lake, the channel had been open for several days.

On Sunday, April 3, the *Lady Grey* left Sorel at 5 a.m., and went straight through to Montreal, arriving at 9 a.m.

On reaching Lake St. Peter on the morning of April 3, the *Montcalm* proceeded direct to Montreal, as it was found that all the ice on the north side had passed out during the night. She arrived at Montreal at 2.35 p.m., and with her entry into port, the ice-breaking operations for the season of 1909-10 were brought to a close, and the river was once more open to the sea.

The results to be obtained by keeping the river open in the winter, from Quebec to Batiscan or Three Rivers, may be divided into three heads:—

(1) Preventing floods.

(2) Earlier navigation to Montreal.

(3) A longer season for dredging operations.

Any one of these is of sufficient importance to justify the work.

Although the operations of the ice-breakers have proved satisfactory during the last two seasons, it must be remembered that the work is still in the experimental stage, and that no hard and fast rules can be laid down, nor can any guarantee be given that the river will be open as early next spring, the conduct of the work being governed almost entirely by the circumstances of the moment. Taking the case of this year's work, it must be borne in mind that it was throughout an exceptionally mild season, and this was a very material factor in the work of keeping the river open during the winter, and in the final work of opening up to Montreal.

The operations of the last two winters have, however, proved, though no hard and fast rules may be laid down, that navigation can be opened earlier than it would otherwise be, if nature were left to take its course.

Great credit is due to Captains Mercier and Pelletier, for the manner in which they have carried out this work, good judgment and constant care being essential. They were ably assisted by their officers, and in fact by all hands, and a friendly rivalry existed between the two ships in endeavouring to do efficient work. Owing to this spirit of watchfulness and strict attention to duty, Quartermasters Belanger and Leclerc of the *Montcalm* were able to save the life of one of the outfit who was unfortunate enough to fall over the wharf at night in Three Rivers.

The department is to be congratulated upon having two such reliable crews to carry on this work.

GENERAL INFORMATION.

One of the historical features of the season of 1909 was the completion of a century of steam navigation on the St. Lawrence; but the event was allowed to pass without any public celebration.

The first steamboat to churn the waters of this river was the *Accommodation*, which was 85 feet long. This boat started on her first trip from Montreal to Quebec on November 3, 1809. The trip occupied 66 hours, 30 hours of which she was at anchor, so that the actual time for the passage was 36 hours. At the present time some of the largest ocean liners make the run in about eight hours. The building of the *Accommodation* was due to the enterprise of John Molson, an ancestor of the present well-known Molson family of Montreal.

Another feature of the season, was the inauguration of the White Star-Dominion line service to Montreal, and the placing on the route their two new steamships, *Laurentic* and *Megantic* (each 15,000 tons).

The available depth in the Cap à la Roche dredged channel is indicated by the St. Jean des Chaillons semaphore, which was put in operation for the season on June 8, 1909.

The available depth over the undredged St. Augustin bar is indicated by the semaphore at St. Nicholas, which was started for the season on June 16, 1909.

During the season of 1909 good progress was made on the work of deepening the St. Thomas channel below Quebec. Every effort will be made to complete the north half of the channel to a width of 500 feet by the end of next season.

The Beaujeu channel below Quebec was commenced in 1906 and completed to its full width of 1,000 feet, and depth of 30 feet at extreme low tide, at the end of the season of 1909. This channel was thoroughly proved with the testing scow, and the lumps found were removed.

The annual trip of inspection of the ship channel and the works connected therewith, was made by the Honourable the Minister on October 21, 1909.

The steamer *Lady Grey* left Victoria pier, Montreal, at 9 a m., and the inspection occupied three days, covering various works between Montreal and Crane island, below Quebec.

The minister, the Honourable Mr. Brodeur, was accompanied by his officials, representatives of the Shipping Federation, Montreal Board of Trade, La Chambre de Commerce, representatives of the Montreal and Quebec Harbour Commissioners, and the Montreal and Quebec pilots. Much satisfaction was expressed at the progress made at different points.

During this trip the Honourable the Minister made the announcement that it was the intention of the government to proceed with the deepening of the ship channel to 35 feet at extreme low water.

In order to expedite the work of deepening the channel at Cap à la Roche, an order has been given to the Lobnitz Company of Renfrew, Scotland, for a twenty-ton rock crusher, to be ready for work next season. Should this one prove successful, it is the intention of the department to procure others.

The total cost from 1851 to the end of the fiscal year, of the ship channel, including plant, shops, surveys, &c., is as follows:—

Dredging.	$7,781,494 21
Plant, shops, surveys, &c...	3,618,522 60
	$11,400,016 81

The total number of cubic yards dredged, the material varying from very hard shale rock to soft blue clay, amounted to 68,121,577.

Year.	Average Depth for Each Month in the 27½ foot channel. (27½ feet at Ordinary Low Water.)														From Sorel Gauge during each year May to November.			
	May.		June.		July.		August.		Sept.		Oct.		Nov.		Highest.		Lowest.	
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.
1890........	35	6	35	3	31	9	30	6	30	9	29	9	30	6	37	0	29	0
1891........	34	6	31	3	29	9	29	9	30	0	28	3	28	3	36	9	27	3
1892........	31	0	31	9	31	6	30	6	28	9	28	3	28	3	33	6	27	3
1893........	36	0	34	3	30	9	29	9	29	6	28	6	28	0	37	6	27	6
1894	34	6	31	9	31	0	29	2	28	3	28	9	29	0	36	0	27	7
1895...	33	3	31	3	28	3	28	3	27	6	26	9	26	9	34	6	25	10
1896........	33	6	30	6	28	9	28	0	27	6	27	9	29	0	37	0	27	4
1897........	35	6	32	6	30	3	29	3	28	0	27	0	27	6	37	0	26	5
1898........	31	6	30	9	29	8	28	6	28	2	28	3	28	6	32	1	26	9
1899........	36	2	31	9	30	3	28	6	27	6	28	0	27	9	37	9	26	9
1900........	33	6	30	9	30	6	29	6	28	1	28	9	29	2	35	9	27	4
1901........	34	3	31	10	29	2	28	3	27	7	27	4	27	3	35	3	26	6
1902...	32	2	32	2	32	2	29	4	28	1	28	1	29	0	34	1	27	6
1903........	33	0	30	11	30	5	29	5	28	4	29	0	27	11	32	8	26	11
1904........	36	3	34	5	30	9	29	5	29	5	30	4	29	3	37	4	28	1
1905........	31	10	30	8	29	7	29	0	28	0	28	5	28	1	33	6	27	1
1906........	32	4	31	5	29	3	29	11	27	3	27	4	27	6	33	3	26	9

Year.	Average depth for Each Month in the 30 foot channel (30 feet at the extreme L. W. of 1897.)							From Sorel Gauge during each year May to November.	
	May.	June.	July.	August.	Sept.	Oct.	Nov.	Highest.	Lowest.
	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.
1907........	37 0	35 9	34 3	32 10	32 4	32 9	33 7	38 3	31 10
1908........	41 5	37 10	33 10	32 10	32 0	31 0	30 6	42 4	30 0
1909........	40 6	37 6	33 10	33 2	32 7	32 4	31 6	42 7	30 11

COST OF SHIP CHANNEL TO DATE.

Table showing the total cost of the dredging and plant, and the quantities dredged to March 31, 1909.

—	Cost of Dredging.	Expenditure for Plant, Shops, Surveys, &c.	Quantities Dredged.
	$ cts.	$ cts.	Cubic Yards,
Montreal Harbour Commissioners, 1851 to 1888.			
Dredging Montreal to Cap à la Roche to 27½ feet at ordinary low water, and from Cap à la Roche to Quebec to 27½ feet at half tide.	3,402,494 35	535,809 65	19,865,693
Department of Public Works.			
Dredging consisting of widening and cleaning up of channel: deepening Cap à la Roche to Cap Charles to 27½ feet at ordinary low water, and dredging at Grondines, Lotbinière and Ste. Croix, 1889 to June 30, 1899.................	829,583 08	486,971 79	3,558,733
Project of 1899:—			
Dredging channel between Montreal and Quebec to 30 feet at lowest water of 1897, also widening to a minimum width of 450 feet, and straightening.			
Fiscal year 1899-1900.....	100,191 01	265,270 78	1,107,894
" 1900-1901................	136,680 83	287,040 04	2,479,385
" 1901-1902..........................	185,429 80	479,731 47	3,098,350
" 1902-1903	255,776 55	277,703 50	6,544,605
" 1903-1904..........	276,958 59	308,765 44	4,619,260
Department of Marine and Fisheries.			
Fiscal year 1904-1905	311,087 93	266,460 33	2,716,220
" 1905-1906............................	431,768 30	125,107 37	4,047,530
" 1906-1907, (July 1, '06, to March 31, '07).	302,677 37	80,613 26	3,001,010
" 1907-1908.........................	478,209 66	179,339 78	4,831,875
" 1908-1909.	497,686 03	209,636 55	5,896,737
" 1909-1910..	572,950 71	117,072 64	6,354,285
	7,781,494 21	3,618,522 60	68,121,577

DREDGES.

Laval (No. 1).—This is the oldest dredge in the ship channel fleet. The hull is of wood, constructed in Ottawa in 1894. The buckets are made of cast-steel for work in rock and other hard material.

During the winter of 1908-9 this dredge was given a thorough overhauling and her machinery put in good order for the next season's work.

The details of the operations for the fiscal year beginning April 1, 1909, were as follows:—

Dredge No. 1 left Sorel on May 3, 1909, and was towed down to Cap Levrard, and laid out to work on the south half of Cap Levrard channel, where she had left off the previous season, to straighten, widen and deepen the channel, the material consisting of hard clay and stones.

Owing to unusual high water, the dredge lost time at high tide, her bucket frame being too short to reach grade, but notwithstanding this delay, the dredge made satisfactory progress.

No. 1 completed the south half of the channel on July 22. The dredge was then laid out to work on the north half, and continued working until September 30, when she finished her cut. No. 1 was then laid out to work at the lower end of Cap Levrard channel, on the south half, where dredge No. 6 had worked during the early part of the season, but had to be removed, as the material was too hard for her built-up buckets, being hardpan and stones, and very difficult to dredge.

Although dredge No. 1 had cast-steel buckets, she also found the material very difficult to dredge, but finally finished the south half of this shoal on November 3. As the season was too far advanced to lay her out on the north half, No. 1 was taken up to Varennes, and laid out to work on the upper end of the curve, widening and deepening to 35 feet at low water of 1897, the material being soft clay.

The dredge continued working at Varennes until November 26, when she was taken down to Sorel to go into winter quarters.

In a total of 175 days during which dredge No. 1 was at work, her machinery was in actual operation 73 per cent of the full working time.

The total number of cubic yards dredged amounted to 274,300, at a cost of $48,240.78, or 17^{58}/$_{100}$ cents per cubic yard.

Laurier (No. 2).—The hull of this dredge is also of wood, having been constructed at the government shipyard at Sorel in 1897. She is equipped with a set of cast-steel buckets especially designed for work in rock and other hard material.

During the winter of 1908-9 the dredge was given the usual overhauling.

The details of the operations of this dredge for the fiscal year beginning April 1, 1909, were as follows:—

Dredge No. 2 left Sorel for Varennes on April 27, and was laid out to work at the lower end of Varennes curve to widen and deepen the channel to 35 feet at low water of 1897, the material being soft clay. No. 2 continued working there until June 1, when she was taken down to Cap à la Roche, and started to work on the curve where she had left off the previous season, widening and deepening the channel to 30 feet at low water of 1897, the material being shale rock.

The progress of this dredge was greatly retarded by the unusual large number of boulders that had to be lifted, especially during the months of August and September, when the dredge had to be dropped back to clean up a ridge found by testing.

Dredge No. 2 worked at Cap à la Roche curve until November 10, and left the following day for Varennes, being towed up by the C.G.S. *Lady Grey*. She arrived on November 12, and was immediately laid out to work on the curve to widen and deepen the channel to 35 feet at low water of 1897, the material being soft clay.

On the night of the 15th, the dredge met with a bad accident, breaking one of the side staples on the lower end of the bucket frame. In trying to lift the frame in order to take the dredge out of the channel, the other staple was broken, leaving the dredge quite helpless and unable to move out of the way.

The pilots were immediately notified to be careful, and to slow up when passing this dredge with steamers.

With the help of a diver and by working strenuously day and night, the frame was lifted, and the dredge moved out of the channel.

It was found that the bucket frame was strained, and as the season was about finished, it was decided to take the dredge to Sorel to go into winter quarters.

The *Laurier* left for Sorel on November 22.

In a total of 177 days during which dredge No. 2 was at work, her machinery was in actual operation 66 per cent of the full working time.

The total number of cubic yards dredged amounted to 145,082, at a cost of $48,375.33, or 33³⁄₁₀₀ cents per cubic yard.

Lady Aberdeen (No. 3).—The hull of this dredge is of steel, the complete vessel having been constructed at the Sorel shipyard in 1900. The buckets are of cast-steel for working in hard material.

This dredge was hauled out during the winter of 1908-9. Her hull was thoroughly scraped and painted and the necessary repairs made. The machinery was also given a good overhauling to be ready for the next season's work.

The details of the operations of this dredge for the fiscal year beginning April 1, 1909, were as follows:—

On May 6, the repairs to the dredge being completed and everything in good shape, dredge No. 3 was towed down to Cap Levrard, and laid out to work on the north half of Cap Levrard channel, to widen, and deepen the channel to 30 feet at low water of 1897, the material being hard clay and stones.

This dredge worked at Cap Levrard until June 3, and was then taken down to Cap Charles curve to begin work where she left off the previous season, widening, and deepening the channel to 30 feet at low water of 1897, the material being very hard shale rock and boulders. Work continued in this part of the channel until November 10.

Although working in very hard material, No. 3 had no bad breakages during the season.

On November 10, the dredge was taken up to Pointe aux Trembles (en haut), where she arrived on the 12th, and was immediately laid out to clean up some small shoals found in the channel by the testing scow, the material being coarse black sand.

The dredge was taken to Sorel to go into winter quarters on November 26, 1909.

The working time of dredge No. 3 was 172 days, the dredge being in actual operation 65 per cent of the full working time.

The total number of cubic yards removed amounted to 169,600, at a cost of $51,060.23, or 30¹¹⁄₁₀₀ cents per cubic yard.

Lady Minto (No. 4).—This dredge is of the same type and design as No. 3, and was constructed at the Sorel shipyard in 1900. No. 4 is also provided with cast-steel buckets for dredging in rock and other hard material.

During the winter of 1908-9 the dredge was given a good overhauling and her machinery put in good condition for the next season.

The details of the operations during the season commencing April 1, 1909, were as follows:—

Dredge No. 4 left Sorel on April 27, 1909, and was towed up to Varennes curve to widen, and deepen the channel to 35 feet at low water of 1897, the material being hard clay.

On June 7, No. 4 was taken down to work in the Cap Charles channel, where she had left off the previous autumn, to widen and deepen the channel to 30 feet at low water of 1897, the material consisting of very hard clay and stones.

This dredge stopped work at Cap Charles channel on November 11, when she was taken up river, and laid out the next day on Varennes curve to widen, and deepen the channel to 35 feet at low water of 1897, the material being soft clay.

No. 4 continued working at Varennes curve until November 26, and was taken down to Sorel to go into winter quarters.

The number of days during which this dredge was in operation was 189, and the percentage of time of actual work, 72.

The total number of cubic yards removed amounted to 388.000, at a cost of $52,246.22, or $13^{46}/_{100}$ cents per cubic yard.

Lafontaine (No. 5).—This dredge was also constructed at the Sorel shipyard, and was completed in 1901. Her hull is of wood. She is fitted out with cast-steel buckets for rock, and has had her breasting winches replaced by a new type, using wire rope instead of chains for side moorings.

During the winter of 1908-9, the dredge was given a good overhauling and the necessary repairs were made to put her in working order for the next season's operations.

On April 27, 1909, No. 5 was taken up to Varennes, and laid out to work on the curve to widen, and deepen the channel to 35 feet at low water of 1897, the material being blue clay.

On June 1, she was taken down to Cap à la Roche to start work at the upper end of the curve, where she had stopped the previous season. This work consisted of widening, and deepening the channel to 30 feet at low water of 1897, the material being shale rock.

From September 16 to 20, the dredge was delayed owing to repairs to lower tumbler and bucket frame.

No. 5 finished her cut on November 5, and as the season was too far advanced to commence a new cut, it was decided to take her up to Varennes to work on the curve. She left Cap à la Roche on November 6, and arrived at Varennes on the 8th, and was immediately laid out to widen, and deepen the channel to 35 feet at low water of 1897, the material being soft clay.

On November 26 the dredge was taken down to Sorel to go into winter quarters.

The working time of dredge No. 5 was 180 days. She was in actual operation 73 per cent of the full working time.

The total number of cubic yards removed amounted to 275.400, at a total cost of $56,198.52, or $20^{40}/_{100}$ cents per cubic yard.

Baldwin (No. 6).—This dredge was constructed at the Sorel shipyard in 1902, the hull being of wood. No. 6 is provided with large built-up buckets for work in soft material, but with sufficient teeth to enable the dredge to work in hardpan, &c. She was given a thorough overhauling during the winter of 1908-9.

The details of the operations of this dredge for the fiscal year were as follows:—

Dredge No. 6 left Sorel to begin the season's work on May 5. She was towed down and laid out at the lower end of the Cap Levrard channel on the south half, where she had left off the previous season, the work being to widen, and deepen the channel to 30 feet at low water of 1897.

Owing to the exceptional high water the dredge lost a great deal of time at high tide, her frame being too short to reach grade.

No. 6 found the material, which was composed of hardpan, very difficult to remove, and she finally had to be replaced by dredge No. 1, which was provided with cast-steel buckets, more suitable for this work.

On June 17 the *Baldwin* was taken up to Champlain to clean up a few sandbars found in the channel by the testing scow. After completing this on August 25, the dredge was taken down again to work on the north half of Cap Levrard channel, where dredge No. 3 had left off, the material being softer, consisting of sand and stones.

No. 6 completed her cut on November 6, and was then taken up to Ste. Anne de Sorel to work on the Traverse, to deepen the channel to 35 feet at low water of 1897, the material being soft clay.

On November 26, the dredge was taken to Sorel to be laid up for the winter.

In a total of 175 days during which this dredge was at work, her machinery was in actual operation 70 per cent of the full working time.

The total number of cubic yards removed amounted to 487,200, at a cost of $50,761.50, or $10\frac{41}{100}$ cents per cubic yard.

J. Israel Tarte (No. 7).—This hydraulic dredge was constructed by the Polson Iron Works Company, of Toronto, Canada, in 1902.

The hull is of steel, of the same type and general design as the steel hulls of the elevator dredges Nos. 3 and 4. 'No. 7' is not self-propelling, but is moved and attended by tugs.

The vessel is held in position for feeding by six anchors, one forward, one aft, and two on each side.

The material is discharged through a 36-inch pipe, floated on steel pontoons. This discharge-pipe is connected by a swivel elbow with the dredge. The discharging end is moored to a scow which is held by two anchors. This scow is equipped with a steam boiler and winch for the purpose of changing the position of the end of the pipe-line, by means of the anchors.

The discharge pipe is about 2,000 feet long, and the material is deposited about 1,500 feet from the edge of the channel. After many years of careful observation, it has been found that none of the dredged material has been carried back into the channel.

The material is first attacked by a revolving cutter, at the end of the suction pipe, which is driven by an independent engine. It not only cuts the material, but starts it towards the inlet, and although the suction pipe is 80 feet long, heavy material, small stones, buoy anchors, &c., are sucked up with regularity. The steam for the machinery is supplied by four marine boilers.

This dredge has been greatly changed since being first put into commission, owing to extensive alterations which have been made to the machinery and discharge connections. The results obtained have been so satisfactory as to earn for this dredge the proud title of 'The Pride of the St. Lawrence.'

During the winter of 1908-9 the dredge was given a good overhauling and the necessary repairs were made to her machinery.

New water ends were fitted to two feed pumps. The breasting winches were repaired, and new cast-iron nipples were placed on the suction pipe. The pipe pontoons were hauled out, repaired, scraped and painted.

'No. 7' left Sorel to begin her season's work on April 28, 1909, being the earliest start on record for this dredge. She was laid out to work a short distance above curve No. 3, Lake St. Peter, to widen, and deepen the channel to 30 feet at low water of 1897, the material being soft clay with some stones.

Some time was lost by the pontoon anchor scow springing a leak and filling during a storm. Repairs, however, were quickly made, and the dredge recommenced work.

On June 23, the cutter-head came off, but in a very short time, with the aid of a diver, was raised and repaired.

Another accident which occurred was a break in the bow breasting winch.

Notwithstanding these delays, dredge 'No. 7' made a very successful season, having widened and deepened the channel for a distance of five miles; this beats the record for advance. There remains only 2,000 feet of widening to complete the channel between No. 3 and White Buoy curves.

The dredge was taken to Sorel to go into winter quarters on November 20, 1909.

In a total of 172 days during which this dredge was at work, her machinery was in actual operation 69 per cent of the full working time.

The total number of cubic yards removed amounted to 2,914,139, at a total cost of $113,719.31, or $3\frac{90}{100}$ cents per cubic yard.

The total number of cubic yards removed by the dredging fleet in the ship channel between Montreal and Quebec during the fiscal year ending March 31, 1909, amounted to 4,653,721, at a total cost of $420,601.89, or $9\frac{03}{100}$ cents per cubic yard.

Hopper-hydraulic Dredge 'Beaujeu' (No. 8), Steel Hull, Twin-screw.—The construction of this dredge was commenced at the Sorel shipyard in 1905. She was launched in 1906, and delivered to the operating branch on November 1, 1907.

During the winter of 1908-9 the dredge was given a thorough overhauling, and put in good working order for the next season's work.

'No. 8' left Sorel for St. Thomas flats, below Quebec, on May 18, reaching Quebec on the same day. She left Quebec next morning to begin operations.

Her work consisted of dredging a channel 1,000 feet wide and 30 feet deep, at extreme low tide, through St. Thomas bank, the material being clay and stones.

It is proposed to dredge the north half of the channel first, so as to give a channel of 500 feet in width and 30 feet in depth, with as little delay as possible, and afterwards complete the south half.

Every effort will be made to complete the north half by the end of next season.

The working time of this dredge is from daylight to dark.

The *Beaujeu* continued working at St. Thomas until September 9, and was then taken to Beaujeu channel to clean up some lumps found by the testing scow, which the *Galveston* (No. 9) was unable to remove owing to the tough nature of the material. To remove these obstructions the *Beaujeu* had to resort to the method of breasting across the channel which offered a good opportunity to break in the crew to this kind of work as it was proposed to adopt this method at St. Thomas bank in order to give a good bottom to the channel.

'No. 8' had to steam up to Quebec on September 18 to have some repairs made to her suction pipe.

On September 20, the repairs being completed the dredge returned to work.

The cleaning up at Beaujeu bank was finished on October 7, and the *Beaujeu* then returned to work at St. Thomas bank, where she was laid out to begin breasting on the north half of the channel.

The dredge was again taken to Beaujeu channel on October 14, to clean up a couple of lumps found by the testing scow. This occupied only two days, after which she finished the season at St. Thomas bank. 'No. 8' left St. Thomas bank on November 18, and arrived at Sorel to go into winter quarters on November 20.

The results obtained by this dredge during the season have again been most satisfactory. The working time was from daylight to dark, and the dredge was kept in operation 65 per cent of the full working time.

During the season the dredge worked 132 days at St. Thomas channel, and made 410 loads which amounted to 779,100 cubic yards. The material consisted of clay and stones.

The dredge also worked 26 days at Beaujeu channel cleaning up spots found too difficult for the *Galveston* to dredge, making 59 loads or 104,000 cubic yards, the material being clay, sand and stones.

The total number of days during which 'No. 8' worked was 158. She made 469 loads, or a total of 883,100 cubic yards, at a total cost of $51,306.41, or $5\frac{80}{100}$ cents per cubic yard.

Suction Hopper Dredge 'Galveston' (No. 9), Steel Hull, Twin-screw.—During the winter of 1908-9 the *Galveston* was given a thorough overhauling, and her machinery was put in good order for the next season's work.

The details of the operations of this dredge for the fiscal year beginning April 1, 1909, were as follows:—

The *Galveston* left Sorel on May 17, 1909, and reached Quebec on the same day. Next morning, the 18th, she left to commence her season's work, and was laid out to complete the Beaujeu channel to 1,000 feet in width, and 30 feet in depth at extreme low water, the material consisting of sand, gravel and stones.

'No. 9' worked very satisfactorily until July 26, when it was necessary to put her into dry dock at Lévis in order to have some urgent repairs made to her hull and hopper gates. These repairs were completed on August 5, and after coaling, the dredge returned to her work at the Beaujeu channel.

From August 19 to 21, the *Galveston* was beached to make necessary repairs to her port turbine, at St. Michel; and again from September 24 to the 27, to repair both turbines.

On October 23, the *Galveston* completed the deepening and widening of Beaujeu channel, the depth being 30 feet at extreme low tide, and the width 1,000 feet. This channel was thoroughly tested with the testing scow, and no obstructions were found.

As the season was late, it was decided to make the necessary changes in the positions of the buoys only next spring.

From October 25 to 30, the dredge worked in the North channel between St. Jean and Cap Tourmente making trial loads to ascertain where she could work advantageously in the event of the government deciding to dredge this channel. By this examination valuable information was obtained.

Trial loads were also made at Ste. Croix bar, where the *Galveston* went on November 1, but after working two days at different points, the material, which consisted of hard packed sand and stones, was found too difficult for this dredge to remove.

On November 3, the *Galveston* returned to Beaujeu bank to widen the channel on the south side to give a better slope on account of the high bank.

On November 13, 'No. 9' was beached at St. Michel de Bellechasse, to close the suction pipe opening on the starboard side and make it water-tight, in order that repairs might be made to the turbines, &c., during the winter, without having to dock the vessel.

The *Galveston* arrived in Sorel to go into winter quarters on November 17.

During the season this dredge worked 145 days, her hours of operation being from daylight to dark. She was in actual operation 72 per cent of the full working time, and made 485¼ loads, amounting to 730,000 cubic yards. The material consisted of sand, some soft blue clay, and stones. The total cost amounted to $55,360.47, or $7\frac{58}{100}$ cents per cubic yard.

The total number of cubic yards removed by the *Beaujeu* (No. 8) and the *Galveston* (No. 9) below Quebec, during the fiscal year ending March 31, 1909, amounted to 1,613,100, at a total cost of $106,666.88, or $6\frac{61}{100}$ cents per cubic yard.

The total number of cubic yards removed by the whole of the dredging fleet during the season, amounted to 6,266,821, at a total cost of $527,268.77, or $8\frac{41}{100}$ cents per cubic yard.

Progress of dredging operations at date of writing, the close of the season, 1908.

Locality.	Distance English miles.	Total length requiring dredging.	Length dredged in 1909.	Total length of 30 foot channel dredged.	Length yet to be dredged.
		Miles.	Miles.	Miles.	Miles.
Division 1 :— Montreal to Sorel	45	22·90		22·90	All completed.
Division 2 :— Sorel to Batiscan	36	12·45		12 45	All completed.
Division 3 :— Lake St. Peter	20	18·00	4·98	*0·40 †17·60	All completed. 0·40 to be widened.
Division 4 :— Batiscan to Quebec	59	10 00	0·90	6·15	3·85
Division 5 :— Quebec to The Traverse	60	6·65	1·00	3·00	3·65
Total	220	70·00	6·88	62·50	7·50

* Not widened. † Widened.

PROGRESS of the Dredging Operations at the date of writing, the close of the season of 1909.

LOCALITY.	LENGTH OF DREDGING.		Cubic yards yet required to be done.
	Required.	Done.	
	Miles.	Miles.	
Division 1 :—			
Longueuil Shoal		1·10	
Longue Pte. to Pte. aux Trembles (E. H.)		5·05	
Ile Ste. Thérèse		0·40	
Varennes to Cap. St. Michel		3·00	
Cap. St. Michel to Vercheres		4·50	
Vercheres Traverse		1·10	
Vercheres to Contrecœur		1·70	
Contrecœur Channel		6·05	
Total		22·90	
Division 2 :—			
Sorel to Ile de Grace		4·40	
Stone Island		1·10	
Ile aux Raisins		0·25	
Lake St. Peter (see Div. 3)			
Port St. Francis		0·50	
Three Rivers		0·50	
Cap. Madeleine to Bécancour		1·55	
Bécancour to Champlain		2·25	
Champlain to Pte. Citrouille		1·30	
Batture Perron		0·60	
Total		12.45	

PROGRESS of the Dredging Operations at the date of writing, the close of the season of 1909—*Concluded.*

Locality.	Length of Dredging.		Cubic yards yet required to be done.
	Required.	Done.	
	Miles.	Miles.	
Division 3:—			
Lake St. Peter	....	*0·40 †17·60	500,000
Total	....	18·00	500,000
Division 4:—			
Batiscan to Cap Levrard	....	3·00	....
Cap à la Roche Channel	0·90	1·10	600,000
Poullier Rayer	0·40	0·80	225,000
Cap Charles	0 55	0·35	200,000
Grondines	0·80	....	300,000
Lotbinière	....	0·40	....
Cap Santé	....	0·20	....
Ste. Croix	0·60	0·30	150,000
St. Augustin	0·60	....	300,000
Total	3·85	6·15	1,775,000
Division 5:—			
Quebec to the Traverse	3·65	3·00	2,000,000
Total	3·65	3·00	2,000,000
Totals	7·50	62·50	4,275,000
Cubic yards yet to be done	....	....	4,275,000
Cubic yards done	....	....	68,121,577
Total	....	....	72,396,477

* Not widened. † Widened.

RIVER ST. LAWRENCE SHIP CHANNEL.

ABSTRACT of work of Dredging Fleet during the Fiscal Year ended March 31, 1910.

Dredge.	Locality of Dredging.	Time of Service.	Nominal working time, 24 hours per day.	Hours actual dredging.	Number of scows filled.	Number of cubic yards dredged (scow measurement).	Depth of dredging at low water.		Width in feet.	Character of Soil.	Remarks.
		Days.	Hours.				Ft.	In.	Feet.		
Laval (No. 1)	Cap Levrard Channel.	159	3,492	2,544¼	1,480	231,100	30	0	450	Hard pan, hard clay and stones.....	Capt. R. Matte.
	Varennes Curve.	16	348	245¾	144	43,200	35	0	500 to 650	Soft clay	
		175	3,840	2,790	1,624	274,300					
Laurier (No. 2)..... ...	Varennes Curve.......	39	852	484¾	263	52,600	35	0	550 to 600	Soft clay..............	Capt. C. Gendron.
	Cap à la Roche Curve.	138	2,674	1,837½	522	92,482	30	0	450 to 550	Shale rock and boulders..	
		117	3,526	2,322¼	785	145,082					
Lady Aberdeen (No. 3) ..	Cap Levrard Channel..	25	552	353¼	263	50,800	30	0	450	Hard clay and stones....	Capt. O. Gaucher.
	Cap Charles Curve....	136	2,988	1,985¾	549	109,600	30	0	600	Shale rock and boulders.	
	Pointe aux Trembles (E.H.).............	11	240	129	46	9,200	30	0	450	Coarse black sand (cleaning up)....	
		172	3,780	2,468	858	169,600					
Lady Minto (No. 4).	Varennes Curve..... .	53	972	710½	774	154,800	35	0	550 to 600	Clay and stones.........	Capt. B. Ladebauche.
	Cap Charles Channel.	136	2,988	2,146¼	1,166	233,200	30	0	450	Hard pan, hard clay and stones...	
		189	3,960	2,856¾	1,940	388,000					
Lafontaine (No. 5).......	Varennes Curve.	45	996	699½	352	105,600	35	0	550 to 600	Soft clay.........	Capt. A. Marcotte.
	Cap à la Roche Curve.	135	2,964	2,184	566	169,800	30	0	450 to 550	Shale rock	
		180	3,960	2,883½	918	275.400					

Baldwin (No. 6).........	Cap Levrard Channel.. Champlain Channel. .. Ste. Anne Traverse...	100 58 17	2,196 1,272 384	1,466½ 978¼ 238½	650 860 231	192,900 225,000 69,300	30 30 35	0 0 0	450 450 450	Hard pan, clay and stones Sand (cleaning up) ...... Soft clay	Capt. L. Dauphinais.
		175	3,852	2,683¼	1,741	487,200					
J. Israel Tarte (No. 7)...	No. 3 Curve to White Buoy (Lake St. Peter)	172	3,780	2,594½	... .	2,914,139	30	0	450	Soft blue clay, some stones	Capt. J. S. Michaud.
Beaujeu (No. 8)...... ...	St. Thomas Channel .. Beaujeu Channel......	132 26	1,852 314	1,214½ 185	410 59	779,100 104,000	30 30	0 0	1,000 1,000	Clay and stones........ Sand, some soft blue clay and stones...........	Capt. A. Bourgot......
		158	2,166	1,399½	469	883,100					
Galveston (No. 9)..	Beaujeu Channel......	145	1,999	1,449½	485¼	730,000	30	0	1,000	Sand, gravel, clay and stones.........., ...	Capt. L. Lemieux.....
		....	....	....	....	6,266,821					

RIVER ST. LAWRENCE SHIP CHANNEL.—*Continued.*

CLASSIFICATION of Disbursements for Fiscal Year ended March 31, 1910.

Vessels.		Fuel.	Wages.	Board.	Stores and Materials.	Repairs and labour.	Expenditure: new plant, rebuilding shipyards, &c.	Proportion of general and office expenses, &c.	Expenditure for each vessel.	Floating shop and stone lifter service, elevator dredges.	Tug service.	Inspection towing, sweeping, &c.	Total cost of operation of each dredge and plant during Fiscal Year.	Total expenditure on different appropriation.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dredge *Laval* (No. 1)		6,159 18	8,139 08	2,988 50	1,741 17	12,407 03	....	1,710 66	33,145 62	1,368 49	9,697 63	4,029 04	48,240 78	
Tug *Portneuf*		2,554 05	3,763 53	1,535 05	663 47	680 82	....	500 71	9,697 63	....	....	....	....	
Dredge *Laurier* (No. 2)		5,806 49	8,081 59	3,037 45	2,018 25	10,371 15	....	1,595 33	30,910 26	1,368 49	12,067 53	4,029 05	48,375 33	
Tug *Cartier*		2,180 92	4,056 64	1,712 35	580 83	2,913 81	....	622 98	12,067 53	....	....	....	....	
Dr'ge *Lady Aberdeen* (No. 3)		6,503 68	8,048 30	2,920 80	2,511 40	12,430 11	....	1,763 94	34,178 23	1,368 49	11,484 47	4,029 04	51,060 23	
Tug *Emilia*		2,626 72	3,652 92	1,527 20	749 77	2,334 96	....	592 90	11,484 47	....	....	....	....	
Dredge *Lady Minto* (No. 4)		5,830 05	8,041 43	3,030 05	1,730 31	15,538 41	....	1,859 46	36,029 71	1,368 49	10,818 97	4,029 05	52,246 22	
Tug *Champlain*		2,242 83	3,770 11	1,519 19	791 07	1,937 20	....	558 57	10,818 97	....	....	....	....	
Dredge *Lafontaine* (No. 5)		9,186 36	8,048 41	3,068 11	2,681 57	11,899 50	....	1,898 29	36,782 24	1,368 49	14,018 75	4,029 04	56,198 52	
Tug *Lac St. Pierre*		3,738 53	4,296 08	1,767 55	1,079 45	2,413 49	....	723 65	14,018 75	....	....	....	....	
Dredge *Baldwin* (No. 6)		6,992 47	7,896 07	2,914 41	2,223 25	11,095 96	....	1,693 65	32,815 81	1,368 48	12,548 16	4,029 05	50,761 50	
Tug *St. Jean d'Iberville*		3,124 55	4,131 30	1,711 93	921 67	2,010 93	....	647 78	12,548 16	....	....	....	....	
Dr'ge *J. Israel Tarte* (No. 7)		33,708 34	14,682 49	4,990 29	7,414 71	22,659 24	....	4,540 56	87,995 63	....	17,665 60	8,058 08	113,719 31	
Tug *Montcalm*		2,534 76	4,484 57	1,755 85	675 53	1,215 41	....	580 64	11,246 76	....	....	....	....	
Tug *Carmelia*		1,219 29	2,224 22	777 94	547 45	1,318 39	....	331 55	6,418 84	....	....	....	....	
Dredge *Beaujeu* (No. 8)		10,660 83	12,182 66	3,519 56	3,497 54	8,283 02	....	2,075 61	40,219 22	....	7,058 15	4,029 04	51,306 41	
Dredge *Galveston* (No. 9)		9,069 34	10,110 07	3,068 79	3,109 36	16,630 93	....	2,284 77	44,273 26	....	7,058 16	4,029 05	55,360 47	
														527,268 77
Tug *Jas. Howden*	Divided equally between Nos. 8 & 9	3,388 65	4,950 50	1,656 15	1,281 51	2,110 81	....	728 69	14,116 31	....	....	....	....	
Tug *Jessie Hume*	Divided 1/10 to each elevator dredge. Add 1/5 to hydraul. dredge No. 7. Add 1/10 each to Nos. 8, 9	1,924 70	2,487 89	905 03	752 39	1,567 60	....	415 49	8,053 10	....	....	....	....	
Str. *Frontenac*		3,075 03	6,015 40	2,500 89	1,719 94	3,020 58	....	878 45	17,210 29	....	....	....	....	
Str. *De Levis*		2,963 14	5,067 78	1,919 11	1,919 28	2,382 44	....	775 30	15,027 05	....	....	....	....	

Stone lifter No. 2	Divided equally between elevator dredges.	133 16	1,260 07	298 11	261 09	1,216 68		172 40	3,341 51					
Stone lifter No. 3			1,134 74	378 73	393 78	737 79		143 89	2,788 93					
Floating shop.			886 56	322 04	395 17	369 38		107 34	2,080 49					
Str, *Lady Grey* (ice breaking and emergency tug)		8,394 08	10,734 08	4,353 43	2,740 26	4,288 04		1,659 82	32,169 71					32,169 71
Montreal Harbour (Ship channel) dredging by M. Hr. Commissioners									45,681 94					45,681 94
Construction for dredging fleet—														
Dredge No. 8 (steam Windlass)							2,066 39							
Construction sounding scow No. 2							5,096 51							
Tug *Jessie Hume* (Windlass)							339 49							
Construction, pontoons (dredge No. 7)							7,038 15							
Construction 1 flat scow (50 feet)							148 98							
Construction 1 pontoon Anchor scow							247 18							
Construction 2 dump scows (200 c. y.)							3,863 26							
Construction 1 dump scow, (300 c. y.)							702 00							
One 20-ton size Sobriety Rock Crusher							9,118 72							28,620 68
Improvements to Sorel shipyard—														
Boiler shop, extension to building No. 2, new tools and machinery							13,922 68							
Machine shop new tools and machinery							3,119 95							
Saw mill, new tools and machinery							1,743 73							
Pipe shop, new tools and machinery							3,241 47							
Telephone							91 35							
Diving outfit and slipway							344 32							
Ship yard railway							2,980 10							
Alterations to building No. 4							1,220 10							

RIVER ST. LAWRENCE SHIP CHANNEL—*Continued.*

CLASSIFICATION of Disbursements for Fiscal Year ended March 31, 1910—*Concluded.*

Vessels.	Fuel.	Wages.	Board.	Stores and materials.	Repairs and labour.	Expenditure: new plant, rebuilding shipyards, &c.	Proportion of general and office expenses, &c.	Expenditure for each vessel,	Floating shop and stone lifter service, elevator dredges.	Tug service.	Inspection towing, sweeping, &c.	Total cost of operations of each dredge and plant during Fiscal Year.	Total expenditure on different appropriations.
Improvements to Sorel shipyard—*Con.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wharf No. 4	....	....	....	....	....	2,119 13	....	....	....	....	....	....	
Building No. 24, new shed for machinery ...	....	....	... .	....	....	4,574 16	....	....	....	....	....	.. ..	33,356 99
Stores and materials.......	.. ..	....	....	....	....	....	....	....	.. ..	... .	....	....	22,925 26
	134,017 15	148,146 49	54,178 51	42,400 22	151,833 68	61,977 67	28,862 43	605,120 42	8,210 93	102,417 42	40,290 44	527,268 77	690,023 35

DETAILS of Dredging, Locality and Cost per Cubic Yard.

Dredges.	Total cost of operation of each dredge and plant during Fiscal Year.	Number of days in operation each dredge.	Cost per day, operations of dredges and plant.	Days working each locality.	Cost of work, each locality.	Total cost of operations of each dredge	Number of cubic yards dredged in each locality.	Total cubic yards for each dredge.	Cost per cubic yard, each locality.	Average cost per cubic yard for each dredge.	Kind of material dredged.	Locality of dredging.
	$ cts.		$ cts.		$ cts.	$ cts.			Cts.	Cts.		
Laval (No. 1).........	48,240 78	175	275 66	159	43,830 18	.. ..	231,100	....	$18\frac{96}{100}$	.....	Hard pan, hard clay and stones.......... ...	Cap Levrard Channel.
				16	4,410 60	....	43,200	... .	$10\frac{21}{100}$	......	Soft clay......	Varennes Curve.
						48,240 78		274,300	......	$17\frac{58}{100}$		
Laurier (No. 2)... . .	48,375 33	177	273 30	39	10,658 98	....	52,600	....	$20\frac{26}{100}$	. ..	Soft clay................	Varennes Curve.
				138	37,716 35	....	92,482	....	$40\frac{78}{100}$	....	Shale rock and boulders..	Cap à la Roche Curve.
						48,375 33		145,082	......	$33\frac{34}{100}$		

Lady Aberdeen (No. 3).	51,060 23	172	296 86	25	7,421 55	......	50,800	....	14 $\frac{61}{100}$	.....	Hard clay and stones....	Cap Levrard Channel.
				136	40,373 20	......	109,600	....	36 $\frac{83}{100}$	.....	Shale rock and boulders.,	Cap Charles Curve.
				11	3,265 48	....	9,200	......	35 $\frac{49}{100}$	.....	Coarse black sand (cleaning up).............	Pte. aux Trembles (E.H.)
						51,060 23		169,600	......	30 $\frac{11}{100}$		
Lady Minto (No. 4) ...	52,246 22	189	276 43	53	14,651 06	....	154,800	......	9 $\frac{46}{100}$	.....	Clay and stones.........	Varennes Curve.
				136	37,595 16	....	233,200	....	16 $\frac{12}{100}$	....	Hard pan, hard clay and stones..............	Cap Charles Channel.
						52,246 22		388,000	.....	13 $\frac{46}{100}$		
Lafontaine (No. 5)	56,198 52	180	312 21	45	14,049 63	....	105,600	....	13 $\frac{30}{100}$	....	Soft clay...............	Varennes Curve.
				135	42,148 89	....	169,800	....	24 $\frac{82}{100}$	....	Shale rock.............	Cap à la Roche Curve.
						56,198 52		275,400	.....	20 $\frac{40}{100}$		
Baldwin (No. 6)......	50,761 50	175	290 06	100	29,006 57	....	192,900	....	15 $\frac{3}{100}$	......	Hard pan, clay and stones	Cap Levrard Channel.
				58	16,823 81	....	225,000	....	7 $\frac{47}{100}$	.....	Sand (cleaning up)......	Champlain Channel.
				17	4,931 12	....	69,300	....	7 $\frac{13}{100}$	.....	Soft clay...............	Ste. Anne Traverse.
						50,761 50		487,200	....	10 $\frac{41}{100}$		
J. Israel Tarte (No. 7).	113,719 31	172	661 16	172	113,719 31	....	2,914,139	......	3 $\frac{90}{100}$	....	Soft blue clay, some stones................	Lake St. Peter.
						113,719 31		2,914,139	......	3 $\frac{90}{100}$		
Beaujeu (No. 8).......	51,306 41	158	324 72	132	42,863 58	....	779,100	....	5 $\frac{50}{100}$	.. ..	Clay and stones.........	St. Thomas Channel.
				26	8,442 83	....	104,000	....	8 $\frac{11}{100}$	......	Sand, soft blue clay and stones................	Beaujeu Channel.
						51,306 41		883,100	....	5 $\frac{80}{100}$		
Galveston (No. 9)	55,360 47	145	381 79	145	55,360 47	....	730,000	....	7 $\frac{58}{100}$	.....	Sand, gravel, clay and stones................	Beaujeu Channel.
						55,360 47		730,000	....	7 $\frac{58}{100}$		
Montreal Harbour (ship channel) — Drilling and blasting, Sec. 12, 13	....	......	.....	.....	13,386 51	....	11,261	....	1 18$\frac{7}{8}$	......	Rock..................	Montreal Harbour.
Removal loose rock, Sec. 12, 13.........	....	......	....	......	16,130 40	....	26,000	....	62 $\frac{4}{100}$	......	Rock....	"
Dredging, Sec. 36, 42..	....	......	......	......	16,105 03	....	61,464	....	26 $\frac{30}{100}$	.....	Hard pan..............	"
						45,681 94		87,464	....	....		
	527,268 77	1,543	......	1,543	572,950 71	572,950 71	6,354,285	6,354,285	.... .	....		

Dredging Plant.

The following is a description of the dredging plant at the end of the season of 1909 owned and operated by the Department of Marine and Fisheries in connection with the River St. Lawrence ship channel:—

DREDGES.

The Elevator Dredge 'Laval' (No. 1), wooden hull.—

Length over all, 150 feet.
Breadth of beam, 30 feet.
Depth of hold, 14 feet.
Average draught, 11 feet.
Greatest working depth, 42 feet.
Hull built in Ottawa in 1894.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Laurier' (No. 2), wooden hull.—

Length over all, 163 feet.
Breadth of beam, 32 feet.
Depth of hold, 14 feet.
Average draught, 10 feet.
Greatest working depth, 45 feet.
Built at Sorel shipyard in 1897.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lady Aberdeen' (No. 3), steel hull.—

Length over all, 148 feet.
Breadth of beam, 32 feet.
Depth of hold, 13 feet.
Average draught, 8·5 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1900.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lady Minto' (No. 4), steel hull.—

Length over all, 148 feet.
Breadth of beam, 32 feet.
Depth of hold, 13 feet.
Average draught, 8·5 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1900.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lafontaine' (No. 5), wooden hull.—

Length over all, 168 feet.
Breadth of beam, 32 feet.
Depth of hold, 14 feet.
Average draught, 9 feet.
Greatest working depth, 45 feet.
Built at Sorel shipyard in 1901.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Baldwin' (No. 6), wooden hull.—

Length over all, 165 feet.
Breadth of beam, 34 feet.
Depth of hold, 14 feet.
Average draught, 8 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1902.
One cubic yard buckets strengthened for fairly hard material.
Working capacity per day in medium material, 2,500 to 3,500 cubic yards.

The Hydraulic Dredge 'J. Israel Tarte' (No. 7), steel hull.—

Length over all, 160 feet.
Breadth of beam, 42 feet.
Depth of hold, 12·5 feet.
Average draught, 6 feet.
Length of suction frame, 80 feet.
Greatest working depth, 47 feet.
Built at the Polson Iron Works, Toronto, in 1902.
Working capacity per day in soft material, 12,000 to 20,000 cubic yards.

Discharge Pipe and Pontoons of Dredge 'J. Israel Tarte (No. 7).—

Twenty-three lengths of pipe 36 inches diameter by 100 feet long
One length of pipe 36 inches diameter by 35 feet long.
Twenty-three pairs of pontoons for floating pipes, 42 inches diameter by 90 feet long.

Winch Scow 'No. 3' for Dredge 'J. Israel Tarte' (wooden hull).—

Length over all, 60 feet.
Breadth of beam, 18 feet.
Depth of hold, 6 feet.
Built at Sorel shipyard in 1902.

Winch Scow (wooden hull) for Dredge 'J. Israel Tarte' (with steam boiler and steam winch).—

Length over all, 63 feet.
Breadth of beam, 27 feet.
Depth of hold, 8 feet.
Built at Sorel shipyard in 1909.

The Suction Hopper Dredge 'Galveston' (No. 9), steel hull, twin-screw.—

Length over all, 233 feet.
Breadth of beam, 39 feet.
Depth of hold, 15 feet 5 inches.
Draught when loaded with 1,800 tons, 14 feet 9 inches aft, 13 feet 1 inch forward.

Greatest working depth, 55 feet.
Built in 1904.
Two suction pumps, Dutch type, 8 feet 6 inches outside diameter.
Working capacity, 1,350 cubic yards in 45 minutes.
Hopper capacity, 1,400 cubic yards.

Sea-going Suction Hopper Dredge 'Beaujeu' (No. 8), steel hull, twin-screw.—
Length between perpendiculars, 264 feet.
Breadth of beam, 45 feet.
Depth of hull, 20 feet.
Capacity of hoppers, 2,000 cubic yards in 45 minutes.
Greatest working depth, 65 feet.
Draught when loaded, 15 feet.
Ordinary speed, 9 statute miles.
Built at Sorel shipyard in 1907.

TUGS.

The Ice-breaking and Sweeping Tug 'Lady Grey' (steel hull, twin-screw).—
Length between perpendiculars, 172 feet.
Length over all, 183 feet 6 inches.
Breadth, moulded, 32 feet.
Breadth, extreme, 32 feet 3 inches.
Depth, moulded, 18 feet.
Draught, mean to bottom of flat plate keel (normal), 12 feet.
Draught when ice-breaking, about 13 feet.
Displacement in tons at 12-foot draught, 1,070.
Mean speed at 12-foot draught on six runs over measured mile base, 14 knots.
Built by Vickers Sons & Maxim, Limited, Barrow-in-Furness, in 1906.

The Tug 'Frontenac' (composite hull).—
Length over all, 113 feet.
Breadth of beam, 23 feet.
Depth of hold, 10 feet.
Average draught, 9 feet.
Built at Sorel shipyard in 1902.

The Tug 'De Lévis' (wooden hull).—
Length over all, 104 feet.
Breadth of beam, 20 feet.
Depth of hold, 10 feet.
Average draught, 8 feet.
Built at Sorel shipyard in 1902.

The Tug 'James Howden' (wooden hull).—
Length over all, 100 feet.
Breadth of beam, 21 feet.
Depth of hold, 10 feet.
Average draught, 7·5 feet.
Built at Sorel shipyard in 1903.

The Tug 'St. Jean Iberville' (steel hull).—
Length over all, 90 feet.
Breadth of beam, 18 feet.
Depth of hold, 12 feet.
Average draught, 10 feet.
Built at Sorel shipyard in 1897.

The Tug 'Lac St. Pierre' (wooden hull).—
Length over all, 100 feet.
Breadth of beam, 21 feet.
Depth of hold, 10 feet.
Average draught, 7·6 feet.
Built at Sorel shipyard in 1901.

The Tug 'Portneuf' (wooden hull).—
Length over all, 85 feet.
Breadth of beam, 17 feet 3 inches.
Depth of hold, 9 feet 9 inches.
Average draught, 8 feet.
Built in 1905.

The Tug 'Cartier' (wooden hull).—
Length over all, 84 feet.
Breadth of beam, 18 feet.
Depth of hold, 9·5 feet.
Average draught, 8 feet.
Built at Sorel shipyard in 1893.

The Tug 'Emilia' (wooden hull).—
Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Built at Sorel shipyard in 1898.

The Tug 'Champlain' (wooden hull).—
Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Built at Sorel shipyard in 1901.

The Tug 'Jessie Hume' (wooden hull).—
Length over all, 72 feet.
Breadth of beam, 17·2 feet.
Depth of hold, 10 feet.
Average draught, 8·5 feet.
Built at Buffalo in 1878.

The Tug 'Montcalm' (wooden hull).—
Length over all, 80 feet.
Breadth of beam, 23 feet.
Depth of hold, 8 feet.
Average draught, 7 feet.
Built at Sorel shipyard in 1903.

The Tug 'Carmelia' (wooden hull).—
Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Purchased in 1903.

COAL BARGES.

Coal Barge 'No. 1' (wooden hull).—
Length over all, 120 feet.
Breadth of beam, 24 feet.
Depth of hold, 10 feet.
Built in Sorel shipyard in 1898.

Coal Barge 'No. 2' (wooden hull).—
Length over all, 125 feet.
Breadth of beam, 25 feet.
Depth of hold, 11 feet.
Built at Sorel shipyard in 1900.

Coal Barge 'No. 3' (wooden hull).—
Length over all, 98 feet.
Breadth of beam, 28 feet.
Depth of hold, 12 feet.
Built at Sorel shipyard in 1902.

Coal Barge 'No. 4' (wooden hull).—
Length over all, 98 feet.
Breadth of beam, 28 feet.
Depth of hold, 12 feet.
Built at Sorel shipyard in 1903.

Stone-lifter 'No. 2' (wooden hull).—
Length over all, 80 feet.
Breadth of beam, 25 feet.
Depth of hold, 9·8 feet.
Rebuilt at Sorel shipyard in 1897.

Stone-lifter 'No. 3' (wooden hull).—
Length over all, 108 feet.
Breadth of beam, 34 feet.
Depth of hold, 14 feet.
Built at Sorel shipyard in 1903.

Sounding Scow 'No. 1' (wooden hull).—
Length over all, 60 feet.
Breadth of beam, 25 feet.
Depth of hold, 6 feet.
Built at Sorel shipyard in 1898.

Sounding Scow 'No. 2' (wooden hull).—
Length over all, 75 feet.
Breadth of beam, 38 feet.
Depth of hold, 5 feet.
Transferred from Prescott agency in 1909; remodelled and improved.

Floating Shop (wooden hull).—
Length over all, 90 feet 4 inches.
Breadth of beam, 25 feet.
Depth of hull, 9 feet.
One forge, 1 scraper, 1 emery wheel, 1 drill, 1 lathe, 1 6-h.p. Foss gasoline engine.
Living quarters for four.
Built at Sorel shipyard in 1908.

Two Boarding Scows (wooden hulls).—
Length over all, 60 feet.
Breadth of beam, 18 feet.
Depth of hull, 7 feet.
Built at Sorel shipyard in 1908.

One Boarding Scow (wooden hull).—
Length over all, 75 feet.
Breadth of beam, 25 feet.
Depth of hold, 5·5 feet.
Built at Sorel shipyard in 1902.

Two Hopper Scows (wooden hulls), with hydraulic power for closing gates.—
Length over all, 97 feet.
Breadth of beam, 24·5 feet.
Depth of hold, 9 feet.
Capacity, 200 cubic yards.
Built at Sorel shipyard in 1897.

Two Hopper Scows (wooden hulls) with hydraulic power for closing gates.—
Length over all, 90 feet.
Breadth of beam, 18 feet.
Depth of hold, 7 feet.
Capacity, 150 cubic yards.
Built at Sorel shipyard in 1898.

Four Hopper Scows (wooden hulls), with hydraulic power for closing gates.—
Length over all, 97 feet.
Breadth of beam, 24 feet.
Depth of hold, 9 feet.
Capacity, 200 cubic yards.
Built at Sorel shipyard in 1899 and 1901.

Five Hopper Scows (wooden hulls), with hydraulic power for closing gates.—
Length over all, 98 feet.
Breadth of beam, 24 feet.
Depth of hold, 9·5 feet.
Capacity, 300 cubic yards.
Built at Sorel shipyard, two in 1901, three in 1902.

Two Hopper Scows (wooden hulls), with hydraulic power for closing gates.—
Length over all, 97 feet.
Breadth of beam, 24·5 feet.
Depth of hold, 9 feet.
Capacity, 300 cubic yards.
Built at Sorel shipyard in 1903.

Two Hopper Scows (wooden hulls), with hydraulic power for closing gates.—
Length over all, 93 feet.
Breadth of beam, 24·5 feet.
Depth of hold, 8 feet.
Capacity, 250 cubic yards.
Built at Sorel shipyard in 1909.

Two Small Flat Scows (wooden hulls), used at the Sorel Shipyard.—
Twenty feet by 40 feet.
One of these with a derrick of 5 tons lifting capacity.

APPENDIX No. 4.

SOREL SHIPYARD.

SOREL, June 27, 1910.

G. J. DESBARATS,
Deputy Minister, Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the following report on work performed at the Sorel shipyard, during the twelve months, from April 1, 1909, to March 31, 1910.

At the beginning of the fiscal year, the whole of the ship channel fleet was at Sorel, completing repairs and getting ready for the season's operations.

There were nine dredges, with their nine tugs and complement of scows, coal barges, stone lifters, floating shop, &c., also the inspection boats, three in number.

Besides the vessels, we had here at the shipyard, *La Canadienne,* of the Hydrographic Survey, the *Lady Grey,* the *Maisonneuve,* the dredge *International,* of the Public Works Department, the vessels of the construction of lights branch: *Vercheres, Hosanna, Alpha,* and several scows. The *Shamrock* and *Acetylene* were also being repaired at the yard, as well as the *Constance.*

SPRING REPAIRS.

The work performed on these vessels was described in the report for the last fiscal year, and was in most cases completed only after the opening of the new one.

The Richelieu opened on April 5, and the St. Lawrence on the 18th. The first dredge to leave the shipyard was the No. 7, on April 28. The others followed in rapid succession.

CONSTRUCTION.

Work was continued on lighthouse tender No. 21. The vessel was launched with marked success, on September 4. The name of *Montmagny* was chosen for the new craft.

Dredge No. 19 was brought almost to completion, in September, 1909, and with the aid of the floating crane of the Montreal Harbour Commission we tried to place on board the three spuds. After placing them, it was ascertained that the buoyancy of the vessel was not proportionate to the great weight and leverage of these anchors. The vessel was hauled in November, 1909, in order to lengthen the hull, and thereby compensate the lack of displacement.

Construction No. 29.—The hull of this tug was ready for launching in September, 1909. Since then, the boiler and machinery were installed on board, the woodwork almost completed, and, at the end of fiscal year, we could count on the vessel being ready to go in commission in month of June.

MATERIAL FOR FUTURE WORK.

During 1909, material was ordered for the following: One elevator dredge, one sand scow with conical valves, one coal barge.

This material was received partly during winter of 1910.

Road
Wharf
Barge #4
Barge #2
Barge #1
Lady
Ottawa
Wharf #1
Tarte #7
Minto
Wharf
Percé
Stone #3
Cartier
Dominion Coal Wharf
R & O
MARINE AND FISHERIES OF CANADA
SOREL SHIPY
SCALE

Construction No. 20 is a stone lifter scow. This was laid in 1909, and at the end of March, 1910, was sufficiently advanced to guarantee launching at high water in May.

Construction No. 24, a dipper dredge, was begun in 1909-10, and the work of assembling begun in 1910.

SUMMER WORK, 1909.

The vessels of the dredging fleet were kept in efficient working order throughout the season of navigation.

MAINTENANCE AND IMPROVEMENTS TO SHIPYARD BUILDINGS AND PLANT.

All buildings were kept in repair; the roofs of the several shops were painted; the yard fence received a coat of lime. The narrow gauge railway was kept in working order; a crane installed over the standard gauge track in the yard. This crane has a capacity of 30 tons, and is equipped with an auxiliary block and trolley for quickly discharging lighter weights.

One new building was erected to house the bending rolls, purchased the previous year. They are located in an extension to the boiler shop. The traveller already working at the south end of the shop was altered, and its track extended through the extension, so that plates may be handled at the rolls, and brought where the boilers are assembled, in the main shop. The foundations for the rolls are of concrete with piles driven 12 feet down. The foundations of the walls and pillars are done in the same way.

A new storeroom (building No. 24) was built for housing all new machinery, either made at the shop or purchased elsewhere, until each machine can be installed or shipped to destination.

The building is 60 feet long by 36 feet wide, and has two floors. Piles had to be driven for foundation, on account of the heavy weight to be borne.

Building No. 3 (pipe fitting shop).—One cast-iron floor for bending purposes was prepared. A platform and shed was built, to carry and shelter the same.

Building No. 4.—There were alterations to offices, so as to provide two more rooms. The ground floor foundation of storeroom had to be repaired.

Building No. 6 (blacksmith shop).—A 10-foot extension to farriers' shop was built.

Saw Mill.—One 60-inch circular saw was added to the equipment; also one saw sharpening machine and one exhaust fan.

A BRIEF SUMMARY OF THE PRINCIPAL REPAIRS EFFECTED DURING THE YEAR FOLLOWS.

Acetylene.—In the spring of 1909 the rebuilding and equipping of the barge was completed, and during the working season painting and ordinary repairs were made. The vessel was hauled on July 2, to change the sea-cock. During winter 1910, there was a remodelling of one room and overhauling generally.

Adelard.—This scow was caulked, painted and had general repairs.

Alpha.—The *Alpha* was hauled twice during the summer to place new propeller, and once, before winter of 1910. The hull was caulked early in the spring. The vessel is not in commission this season.

Barges.—*Coal Barge No. 1* had repairs to deck, caulking and painting.

Coal Barge No. 2 had new guard and was painted.

Coal Barge No. 3.—Guard rail was repaired. The deck over the forecastle was caulked, and the hull, as well as the rudder tube, was repaired.

Coal Barge No. 4 was supplied with a new whistle and one pair of davits; deck was repaired and vessel painted.

Barge 'Beauport,' of Public Works Department.—This barge was hauled on the ways; her hull repaired and caulked; rigging of mast was strengthened, and two coats of paint were given the vessel.

'Bronx' and 'Buffalo,' two gasoline launches, were kept in good working order during the summer. They were hauled out for the winter and placed under a shed, to undergo repairs.

Tug 'Carmelia' was hauled out twice: first in the summer of 1909, for caulking, and again in November, 1909. The vessel wintered on the ways, in order to strengthen the shaft and renew the stern tube.

There were also repairs to the pistons, valves and the guards. The boilers were caulked and repaired.

Tug 'Cartier' was hauled for repairs to stern tube, June 1, 1909, also on September 14 to repair keel, rudder and steering sheaves. The boiler was repaired and had 35 new tubes inserted.

Tug 'Champlain.'—In winter of 1910, the deck houses were altered; the galley was placed on deck, and four rooms below. There were repairs to boiler; the stay rods were caulked. The controlling engine was renewed and a new steam steering gear was installed. The boiler was cleaned and overhauled during winter of 1910. Foundations for same were renewed, connections refitted and the vessel painted.

Tug 'Daisy,' of the Public Works, had a new set of grates, July 16, 1909.

Barge 'Davis.'—In April, 1909, mast was strengthened with steel sleeve. In summer, a new safety valve was supplied and connected. In winter, 1910, there were repairs to the stove, the steam piping, the winches, and the machinery in general. The deck was made water-tight with oakum and marine glue; a few planks were renewed.

De Lévis.—Repairs to machinery. The boiler was lifted and overhauled; the heating system and electric plant were put in order, and the vessel was painted.

Dredge No. 1.—Summer, 1909, light ordinary repairs. Winter: repairs to buckets, chute plates; machinery was overhauled, winches also. A new upper tumbler was put in place. Two of the boilers were lifted for inspection and cleaning; a funnel for main boiler placed.

Dredge No. 2.—Had a new 24-barrel raft. During winter, 1910, general repairs to buckets, chute, electric plant, machinery and boilers. The 'A' frame and bow crane were strengthened. The ladder frame was overhauled and braced.

Dredge No. 3.—Winter, 1910: ordinary repairs to woodwork; a few new boiler tubes inserted; a new lower tumbler was placed, and the ladder frame had to be unshipped for repairs to bearing.

Dredge No. 4.—Repairs to buckets: a new upper tumbler and a new lower tumbler were fitted and installed. One of the boilers was lifted for repairs and cleaning.

Dredge No. 5.—A new bracket at lower end of bucket ladder frame. Winter of 1910: a new upper tumbler was placed; machinery was overhauled; the deck and hull were caulked. The bucket and frame was unshipped for repairs to bearings.

Dredge No. 6.—1909: ordinary repairs. Winter, 1910: lower tumbler was renewed. The boilers were raised to allow inspection and cleaning. New safety valves were put in place. There was a general overhauling of the electric plant and machinery.

Dredge No. 7.—In summer of 1909 a 24-barrel raft was built and supplied.

Four lengths, 100 feet each, of pontoons, were begun in 1909, and completed during winter, to be added to the discharge pipe of this dredge.

The 22 existing pontoons were all hauled out at end of November. They were all tested, leaks were stopped, woodwork repaired, and the 22 were painted and put in good order.

The runner of the turbine pipe was repaired, and patterns for a new one were made, and casting ordered; this will serve as spare.

The inlet elbow of suction pipe was altered, in view of dredging to greater depth. This will allow lowering the pipe and cutter head to a more open angle.

The boilers were repaired. One set of jet blowers was installed, making three boilers now equipped with this device. It is very effective in keeping the flues clean.

The two firehold floors, in front of the boilers, which were of brick and cement, have been replaced by panels of chequered plate, with air space underneath. These new floors will make the plating and keelsons accessible for cleaning and repainting when needed.

One new lifeboat was installed on board, together with suitable davits.

Dredge No. 8.—A new and powerful windlass was installed in April, 1909. During summer, the dredge had the ordinary repairs. During winter of 1910, repairs were made to the gate valve of the suction pipe. A casting was placed and made in two halves for facility of adjusting.

The stern tube was supplied with two lignum vitæ bushes. There were also installed new cranes and two pairs of davits were altered.

Dredge No. 9.—This dredge was put into dry dock at Lévis. While there, the hull was scraped and overhauled. Guides for the suction pipe were straightened and braced.

Four new hopper doors were prepared in Sorel, as well as additional hinges, and while the vessel was in the dock they were fitted on board, in place of as many broken ones. During winter of 1910, two masts were renewed, and there were heavy repairs to the boiler. Four new side lights were added near the bow of the boat.

The hull plating was painted on the inside, after thorough scraping. A coat of cement was applied on the bilges. The outside of the hull remained to be painted in April, 1910.

This scraping and painting was of vital importance for the preservation of the hull and frames.

Tug 'Emilia' was hauled out in summer of 1909, for repairs to rudder. The hull was caulked at the same time, and painted. The vessel was hauled out again in November, to ship a new propeller wheel, and for repairs to her keel, which had been split by the vessel grounding on shoals.

In winter of 1910, some alterations to the woodwork were made. The galley was placed on deck, and rooms installed below. This to allow the double crew to be lodged on board the vessel, and doing away with a lodging scow.

The boiler of tug *Emilia* was raised for inspection and cleaning.

Falken, an ex-whaler, was transformed into a lightship for Lake Erie, to be known as 'South End Shoal No. 18.'

The vessel had good triple expansion engines. A deck house was built to serve as a living room for the keepers of the lightship, besides giving space for a lamp room. Suitable anchors, chains, lifeboats, lanterns, signal ball, submarine bell, &c., were supplied and installed on board.

The hull was thoroughly scraped and painted inside and outside. The operations were only completed in May, 1910.

Fielding.—Three complete steel buckets were ordered to be cast and were fitted at Sorel for dredge *Fielding*, of Public Works Department, according to plans in the possession of the shipyard, since the building of this dredge.

Floating Shop.—The gasoline engine was overhauled and put in working order. A furnace installed on board, for heating purposes, there being no steam boiler on this vessel.

Floating Crane.—The floating crane purchased from Messrs. Vickers Sons & Maxim by the Harbour Commissioners of Montreal, was brought first to Sorel, and the erection of the crane was performed here by the representative of the firm, with men loaned from the shipyard. The crane was painted and the inside of the hull received a coat of cement. The cost of these operations was reimbursed by the makers of the crane.

Frontenac was hauled out for new propellers.

Tug 'Hosanna,' of the construction of lights branch, was hauled, May, 1909, to caulk her hull.

On November 26 she was hauled out again for extensive repairs to be effected during winter, 1910. Nearly half of the vessel aft was rebuilt. The engines were made as good as new. The high pressure cylinder and intermediate separator being made new. There were also fitted, new eccentric bands, new rods, new link, stuffing boxes, &c.

The shaft and propeller were removed, and then placed in alignment. The woodwork above deck was also repaired.

Iberville was hauled, April, 1909, for repairs to her rudder, and again in August, to renew two broken blades of her propeller, and for repairs to the stern tube.

In winter of 1910, she had the ordinary repairs and painting.

Tug 'James Howden.'—Winter of 1910, the deck was caulked and the machinery overhauled. The boiler was raised for cleaning and repairing.

Tug 'Jessie Hume' had light repairs during summer. Was hauled, May 28, to repair stern tube and caulk the hull. A new steam windlass with 5-inch pistons by 5-inch stroke, was installed during winter. Boiler tubes were repaired and a new smokestack made and installed. The woodwork was repaired.

Ice-breaker 'Lady Grey' was painted for her summer cruise in 1909. The vessel did not winter at Sorel.

Maintenance of Lights.—Lightships Nos. 1 and 2, for Lake St. Pierre, were painted; partitions were built between the room for the gas tanks and the keeper's room, and ventilation provided.

Lightship No. 3 was also fixed in the same manner. In spring of 1910, four beacons for same service were supplied, together with six sentry boxes.

Maisonneuve, of the maintenance of lights branch, was hauled, in November, 1909, as well as the scow *Lenore.* The hull and deck of the *Maissoneuve* were repaired, the water tube boiler was completely overhauled, and a new boat, 15 feet 3 inches by 3 feet 9 inches, was built and supplied.

Tug 'Monitor,' of Public Works Department, wintered at the yard. Was hauled for repairs to stern tube and shaft; her machinery was repaired.

Dredge 'Ottawa,' of Public Works Department, also wintered at shipyard, and had repairs made to her machinery.

Tug 'Lake St. Pierre' was hauled, June 12, for repairs to the rudder and to the stern tube. In winter, there were repairs to machinery, woodwork and boilers.

Dredge 'Ottawa' Scows.—The two scows of this dredge were hauled out twice each for repairs, in October, 1909, and then in November for the winter.

Tug 'Montcalm' was hauled, June 25, 1909, for caulking of hull, and painting.

Tug 'Montmorency,' of Public Works Department, was hauled, October 22, 1909, to ship new propeller. Was hauled also for wintering. The wheelhouse was altered and remodelled. One coil of the tubular boiler was renewed.

Tug 'Ottawa,' of Public Works Department, had new propeller put on, in summer of 1909.

Tug 'Portneuf' had light repairs in summer, 1909. In the following winter, the boiler was lifted for cleaning and inspection.

Barge 'Sarah' was caulked and painted, summer of 1909.

Dumping Scows, Nos. 1, 15, 7, 10, 2 and 15, were hauled out for repairs to hull and hopper doors and woodwork generally.

Flat Scow No. 1 was hauled out on the beach for repairs.

Derrick Scow No. 22 had new funnel, and was hauled out for winter repairs, December 7, 1909.

Pontoon Scow No. 24—for dredge No. 7.—The machinery of the old anchor scow was installed on a new one. A new house was built. On May 4, after a severe storm on Lake St. Pierre, the scow had to be hauled out, and her hull overhauled and caulked. Knees were added to strengthen the framing.

Steam Barge 'Shamrock' was hauled, August 6, 1909, for repairs to her shoe, and to ship new propeller. The vessel was painted. During winter, 1910, repairs and reinforcing of stern were done.

Sounding Scow No. 1 had general overhauling.

Sounding Scow No. 2.—A former sounding machine, consisting of two distinct scows, was reconstructed, and the machinery adapted to the new width of boat, which is now 36 feet wide by 75 feet long.

The shaft carries five independent drums worked by clutches, to operate the hanging roller, &c.

A chart room was built, with a bridge in front.

Signal Service.—The building for the Sorel station was raised six feet, to obtain a better view of the river. This also affords more storage room below.

The Longue Pointe station was also raised six feet.

The station at Verchères was established by using an old windmill tower, and adapting same to the purposes of the station.

Spuds.—Two forward spuds of dredge *Sir Wilfrid,* of Public Works Department, were fitted with racks and extension feet, and kept ready for future shipment.

Stone Lifters.—No. 2 and No. 3 had ordinary repairs.

WINTER WORK, 1910.

At the end of 1909, the entire dredging fleet was back to winter quarters. There were also wintering at Sorel, the dredge *Ottawa* and tug *Monitor,* of the Public Works Department; the yacht *Montmorency,* same department; *Verchères, Hosanna, Alpha,* and several scows of the construction of lights branch. The *Maisonneuve,* the *Shamrock* and *Acetylene,* of the maintenance of lights branch; the lightships Nos. 1 to 3, and finally, lightship No. 18, for South East shoal on Lake Erie. There was a total of about 70 vessels of all descriptions at the yard, and besides these, the 22 pipe pontoons of suction dredge No. 7.

General.—The shipyard buildings and fences were painted and cleaned. The machinery was kept in good order, comprising the compressed air distribution, heating apparatus, electric lighting, waterworks, slipways, shear legs, &c. The telephone exchange was also kept in working order.

The winter roads were made and kept, both in the yard and on the river, along the fleet wintering on the Richelieu. The ice was cut around the vessels as needed.

Force Employed.—The force employed during the fiscal year varied from 716 to 940, and averaged 798 for the year.

The financial statement shows the total amount expended at the Sorel shipyard and ship channel to have been $1,132,423.81.

I have the honour to be, sir,
Your obedient servant,

L. G. PAPINEAU,
Director of Shipyard.

GOVERNMENT SHIPYARD, SOREL.

STATEMENT of revenue and expenditure for the fiscal year 1909–1910.

Year.	—		Amount.
1910.			$ cts.
March 31..	To Appropriation for St. Lawrence ship channel actually expended		720,739 29
" 31..	Appropriation for improvements to dredging plant		
	Construction of dredge for Cap à la Roche.	$85,310 66	
	" Stone lifter No. 4	34,506 29	
	" 10 cu. yd. dipper dredge	43,354 18	
	" Elevator dredge	9,053 90	
	" Twin screw wooden tug	31,054 21	
	" Coal barge No. 4	826 50	
	" Steel scow 300 cub. yds.	7 05	
			204,112 79
" 31..	Steamer for construction of lights below Quebec.		128,274 14
" 31..	" " " on lakes		10,122 71
" 31..	Steamer *Maisonneuve*		3,635 72
31..	Hydrographic Survey (La Canadienne) str		2,577 88
31..	Construction of lights, P.Q		30,320 17
31..	Maintenance of lights, P.Q		13,090 76
31..	Signal service		2,454 25
31..	Cruiser *Constance*		8,636 18
21..	Steamer *Katrina*		1,159 91
31..	" *Scout*		52 31
31..	Cape Dog fire alarm		400 00
31..	Red Island light ship		97 15
31..	Maintenance above Montreal		398 95
31..	Steamer *Champlain*		26 70
31..	Dominion lighthouse depot, Prescott		85 05
31..	Quebec agency		9 24
31..	Light ship No. 18		4,213 71
31..	Department of Public Works (repairs to dredges, tugs, etc)		1,725 28
31..	Salaries at Ottawa		291 62

Year.	—		Amount.
1910.			$ cts.
March 31..	By Operating dredging fleet	$559,438 48	
" 31..	Dredging Montreal harbour	45,681 94	
" 31..	Construction of dredging fleet	28,620 68	
" 31.	Improvements to Sorel shipyard	33,356 99	
" 31..	Stores and materials	22,925 26	
			690,023 35
" 31.	Improvements to dredging plant.		
	Construction No. 19 (dredge for Cap à la Roche)	85,310 66	
	" No. 20 (stone lifter No. 4).	34,506 29	
	" No. 24 (10, cub. yard dipper dredge)	43,354 18	
	" No. 26 (elevator dredge)	9,244 27	
	" No. 29 (twin screw wooden tug)	31,054 21	
	" No. 32 (coal barge No. 4).	826 50	
	" No. 33 (steel dump scow).	7 05	
			204,303 16
" 31..	Steamer for construction of lights below Quebec		128,274 14
" 31..	" " " on lakes		10,122 71
" 31..	" *Maisonneuve*		3,639 10
" 31..	Hydrographic survey, (Str. *La Canadienne*)		2,577 88
" 31..	Construction of lights, P.Q		30,320 17
" 31..	Maintenance of lights, P.Q		13,090 76
" 31..	Signal service		2,454 25
" 31..	Cruiser *Constance*		8,636 18
" 31..	Steamer *Katrina*		1,174 91
" 31.	" *Scout*		52 31
" 31..	Cape Dog fire alarm		400 00
" 31..	Red island light ship		97 15
" 31..	Maintenance above Montreal		398 95
" 31..	Steamer *Champlain*		26 70
" 31..	Dominion lighthouse depot, Prescott		85 05
" 31..	Quebec agency		9 24
" 31..	Light ship No. 18		4,213 71

		"	31..	Department of Public Works (repairs to dredges, tugs, &c)......	13,656 00
		"	31..	Vickers Sons & Maxim, *re* floating crane..........	1,234 65
		"	31..	Salaries at Ottawa	4,216 62
		"	31..	Dominion Government Steamer *Lady Grey* (services *re* winter navigation)........	13,416 82
	1,132,423 81				1,132,423 81

Shipyard, Sorel, March 31, 1910.

L. G. PAPINEAU,
Director of Shipyard.

APPENDIX No. 5.

STATEMENT of expenditure for fiscal year 1909-10.

Service.	Vote.	Expenditure.	Balance.
	$ cts.	$ cts.	$ cts.
Ocean and river service—			
Dominion steamers and icebreakers	635,000 00	493,149 94	141,850 06
Examination of masters and mates	11,400 00	6,662 52	4,737 48
Rewards for saving life	39,600 00	39,037 76	562 24
Investigations into wrecks	12,000 00	7,760 21	4,239 79
Schools of navigation	8,000 00	1,828 58	6,171 42
Registration of shipping	2,000 00	1,058 07	941 93
Removal of obstructions	20,000 00	3,751 37	16,248 63
Tidal service	42,500 00	21,093 17	21,406 83
Winter mail service	6,000 00	214 88	5,785 12
Cattle inspection	4,500 00	4,335 90	164 10
Wrecking plants	30,000 00	30,000 00	....
Unforeseen expenses	5,000 00	3,200 88	1,799 12
Naval militia	10,000 00	6,741 89	3,258 11
Patrolling northern waters, &c	59,000 00	36,942 75	22,057 25
New icebreaking steamer	150,000 00	148,143 17	1,856 83
	1,035,000 00	803,921 09	231,078 91
Public Works—chargeable to capital—			
Ship channel	800,000 00	720,739 29	79,260 71
Permanent piers in Lake St. Peter, &c.	120,000 00	87,105 80	32,894 20
Dredging plant, River St. Lawrence	250,000 00	204,112 79	45,887 21
Purchase of yard property at Sorel	30,000 00	....	30,000 00
	1,200 00 00	1,011,957 88	188,042 12
Lighthouse and Coast Service—			
Agencies, rents and contingencies	33,000 00	32,999 05	1 95
Salaries and allowances to lightkeepers	370,000 00	324,416 14	45,583 86
John Kelly's salary from time of suspension to reinstatement	233 33	233 33	....
Services of R. Rivers, keeping light at Miscou, N.B., in 1899	100 00	100 00	....
Maintenance and repairs to lighthouses	730,000 00	704,049 60	25,950 40
Services of M. Barrett, lifting buoys, 1908-09 & 1909-10.	750 00	750 00	....
Construction of lighthouses, apparatus, &c.	800,000 00	737,569 90	62,430 10
J. L. Richard's salary from time of suspension to reinstatement	214 41	189 42	24 99
West coast trail, Vancouver Island	25,000 00	24,661 46	338 54
Charter of steamer, Lime Kiln Crossing	10,000 00	4,245 50	5,754 50
Wireless telegraphic stations	129,000 00	116,477 87	12,522 13
Signal Service	10,500 00	9,018 60	1,481 40
Administration of pilotage	30,000 00	29,998 83	1 17
Maintenance and repairs to wharfs	3,000 00	2,387 57	612 43
Maintenance and upkeep of dockyards	50,000 00	47,738 92	2,261 08
Breaking ice in Lake Superior, &c	40,000 00	33,468 00	6,532 00
Salaries of temporary clerks, &c.	3,000 00	52 75	2,947 25
Pension to retired pilots	4,800 00	3,653 89	1,146 11
" to pilot F. X. Delisle	75 00	75 00	....
Telephonic and reporting stations between Montreal and Quebec	23,500 00	22,180 12	1,319 88
New steamer for the great lakes	25,000 00	18,531 28	6,468 72
Repairs to maritime road, Gaspé	2,000 00	903 67	1,096 33
Purchase of land at St. John, N.B	50,000 00	....	50,000 00
New lightship at Point Pelee, Ont	30,000 00	12,243 71	17,756 29
Settlement of Mrs. A. G. Clarke's claim for death of her son	2,000 00	2,000 00	....
	2,372,172 74	2,127,943 61	244,229 13
Civil government salaries	236,390 00	220,611 23	15,778 77
Contingencies	27,000 00	26,633 36	366 64

STATEMENT of expenditure for the year 1909-10—*Concluded.*

Service.	Vote.	Expenditure.	Balance.
	$ cts.	$ cts.	$ cts.
Scientific institutions and hydrographic surveys—			
Meteorological Service	127,300 00	121,657 10	5,642 90
Magnetic observatory	3,200 00	1,674 79	1,525 21
Montreal observatory	500 00	500 00	....
Kingston observatory	500 00	500 00	....
Hydrographic surveys	170,000 00	120,239 77	49,760 23
Hydrographic survey steamer to replace *La Canadienne.*	150,000 00	149,999 99	01
	451,500 00	394,571 65	56,928 35
Marine hospitals—			
Care of sick seamen and repairs to hospitals	70,000 00	63,709 16	6,290 84
Shipwrecked and distressed seamen	3,000 00	2,640 10	359 90
	73,000 00	66,349 26	6,650 74
Steamboat inspection	53,300 00	40,782 77	12,517 23
Fisheries—			
Salaries and disbursements of Fishery officers	195,780 00	173,271 52	22,508 48
Services of K. W. McKenzie as special guardian	125 00	125 00	....
Fish breeding	322,300 00	180,345 65	141,954 35
Services of W. S. Young in 1908	100 00	100 00	....
Services of W. S. Young in 1909	100 00	100 00	....
Fisheries protection service	304,200 00	295,443 47	8,756 53
Oyster culture	6,000 00	4,234 48	1,765 52
Cold storage	40,000 00	14,504 98	25,495 02
Dog fish reduction works	50,000 00	33,593 20	16,406 80
Souris fish curing establishments	12,000 00	724 74	13,004 12
Proceeds of sale reverting to vote	1,728 86		
Canadian Fisheries exhibits	16,000 00	3,228 51	12,771 49
Distributing of fishing bounty	5,600 00	5,045 56	554 44
Building fishways	10,000 00	3,992 25	6,007 75
Legal and incidental expenses	4,000 00	1,412 28	2,587 72
Georgian Bay laboratory	1,500 00	1,426 87	73 13
F. P. S. Cruiser for Pacific Coast	220,500 00	218,585 60	1,914 40
Marine biological stations	15,000 00	12,959 92	2,040 08
Transportation of fresh fish	45,000 00	38,263 16	6,736 84
Fishery commissions	15,000 00	6,733 74	8,266 26
International Fishery commission	10,000 00	1,094 67	8,905 33
Expenses, inquiries into Prov'l rights *re* fisheries	10,000 00	....	10,000 00
Services of customs officers issuing licenses to United States Fishing vessels	700 00	528 22	171 78
Services of officrs *re* Fisheries Intelligence bureau	500 00	370 26	129 74
	1,286,133 86	996,084 08	290,049 78
Recapitulation—			
Ocean and river service	1,035,000 00	803,921 09	231,078 91
Public works chargeable to capital	1,200,000 00	1,011,957 88	188,042 12
Lighthouse and coast service	2,372,172 74	2,127,943 61	244,229 13
Scientific institutions and hydrographic surveys	451,500 00	394,571 65	56,928 35
Marine hospitals	73,000 00	66,349 26	6,650 74
Steamboat inspection	53,300 00	40,782 77	12,517 23
Fisheries	1,286,133 86	996,084 08	290,049 78
Civil government salaries	236,390 00	220,611 23	15,778 77
Contingencies	27,000 00	26,633 36	366 64
	6,734,496 60	5,688,854 93	1,045,641 67

APPENDIX No. 6.

STATEMENT of revenue of Marine and Fisheries Department for fiscal year ended March 31, 1910.

Service.	Amount.	Refunds.	Total.
	$ cts.	$ cts.	$ cts.
Harbours, piers and wharfs	20,525 04	484 00	20,041 04
Dominion steamers—			
Champlain.			
Freight, $1,076.76; passengers, $5,133.62; meals, $91.40; berths extra	6,301 78		
Minto.			
Freight, $4,937.57; passengers, $3,163.50; meals, $85.50; berths, $414.00; extra, $7.70	8,608 27		
Earl Grey.			
Freight, $6,044.74; passengers, $3,043.00; meals, $95.30; berths, $711.00	9.894 04		
Stanley.			
Freight, $1,475.92; passengers, $834.00; meals, $25.90; berths, $110.00; extra, $10.80	2,456 62		27,260 71
Examination, masters and mates	4,314 50		4,314 50
Fines and forfeitures	552 44		552 44
Steamboat inspector fund	4,442 94		
" engineers certificates	2,054 00		6,496 94
Sick mariners fund	53,732 31	350 54	53,381 77
Signal station dues	610 00		610 00
Decayed pilots fund	5,805 96		5,805 96
Pilots expense account			
Marine register fees	52 57		52 57
Casual revenue marine	38,587 38		
" fisheries	13,749 44	2,363 93	49,972 89
Fisheries revenue	74,223 78	30 00	74,193 78
Modus Vivendi	10,876 78		10,876 78
Total	256,787 85	3,228 47	253,559 38

FISHERIES revenue for fiscal Year ended March 31, 1910.

Ontario	$ 1,520 75	
Quebec	4,953 46	
Nova Scotia	3,845 81	
New Brunswick	13,044 88	
Prince Edward Island	2,359 93	
Manitoba	3,962 88	
Saskatchewan	1,209 44	
Alberta	703 00	
Hudson Bay Territory	301 83	
British Columbia	41,864 80	
Yukon	457 00	
		$74,223 78
Modus Vivendi		$10,876 78

For the Year ended March 31, 1910, Minor Public Works—Revenue—Wharfs, Piers and Harbours.

Locality.	Wharfinger.	Date of appointment.	Renumeration. allowed.	Amount.
Ontario.			p.c.	$ cts.
Amherstburg Harbour	M. Barrett	Dec. 29, 1906	$200 00	14 50
Blind River	W. H. McGauley	April 14, 1908	50	723 92
Bronte	J. J. Wilson	Oct. 26, 1905	25	57 50
Bruce Mines	W. Fleming	April 15, 1902	25	127 24
Burks Falls	A. J. Collins	Feb. 8, 1907	25	58 13
Chute à Blondeau	O. Cousineau	May 28, 1909	40	120 56
Cooks Bay	C. Kent	....	50	22 00
Echo Bay	T. W. Trotter	Oct. 9, 1908	25	8 33
Fort William Harbour	J. McAllister	May 27, 1907	$600 00	181 40
Goderich	W. Marlton	Feb. 14, 1894	25	700 00
Haileybury	R. B. Jessup	May 8, 1908	25	405 30
Hilton	E. Stubbs	June 20, 1894	50	233 02
Kingsville	W. H. Black	Aug. 1, 1902	25	116 37
L'Orignal	E. A. Hall	May 23, 1904	25	245 64
Leamington	J. E. Johnson	May 23, 1906	25	74 57
Midland	J. Yates.	Oct. 26, 1905	25	371 98
North Bay	P. Kinsella	June 30, 1905	25	27 50
Oshawa	W. T. Henry	Aug. 10, 1904	25	10 00
Pelee Island	H. Henderson	Feb. 2, 1907	25	206 77
Pembroke	T. Anderson	April 27, 1906	50	100 00
Richards Landing	R. Armstrong	June 10, 1907	50	141 95
Rondeau	W. R. Fellows	Dec. 17, 1893	25	37 48
Rosseau	A. Monteith	Aug. 6, 1908	50	157 02
Sault Ste Marie	G. S. Boyd	April 9, 1897	$100 per month during navigation season....	633 59
Scudder Dock	C. B. Quick	July 29, 1909	25	64 81
Sheguiandah	F. G. R. Bradbury	Mar. 16, 1906	25	140 47
South Lancaster	J. D. Perron	May 6, 1907	25	118 77
Thessalon	D. J. Sandie	April 22, 1902	50	199 65
Treadwell	J. Smith	May 18, 1909	40	111 29
Wendover	H. Lacasse	Jan. 14, 1907	50	34 47
Wiarton	W. Gilbert	Nov. 13, 1907	25	217 52
				$5,661 75

For the Year ended March 31, 1910, Minor Public Works—Revenue—Wharfs, Piers and Harbours—*Continued.*

Locality.	Wharfinger.	Date of appointment.	Renumeration allowed.	Amount.
Quebec.			p. c.	$ cts.
Anse aux Gascons	S. Chapados	Feb. 16, 1906	25	83 37
Anse à L'Islet	G. Mollog		25	47 15
Anse St. Jean	F. Lavoie	May 13, 1905	$19 per annum	68 47
Baie St. Paul	E. Coude	Oct. 26, 1905	$32 per annum	68 45
Beauport	Placide Langlois	Oct. 19, 1909	50	20 70
Berthier	J. Blais	Nov. 7, 1905	50	93 31
Carleton	B. Leclerc	June 13, 1905	50	35 50
Cap à L'Aigle	S. Dufour	May 11, 1906	$18 per annum	40 00
Chicoutimi	T. Tremblay	May 23, 1901	$122 per annum	336 97
Coteau Landing	E. Duchantal	Feb. 1, 1909	25	40 68
Desjardins	P. Desjardins	Mar. 31, 1906	25	25 00
Grand River	G. Beaudin	Nov. 16, 1896	25	177 86
Hudson	A. W. Mullan	July 13, 1904	50	63 56
Ile aux Grues	D. Vézina	June 13, 1904	25	0 45
Lacolle	R. J. Robinson	Mar. 8, 1894	25	6 63
Les Eboulements	W. Bouchard	May 7, 1906	$29 per annum	62 00
L'Islet	Under Lease			25 00
Longueuil	E. Denicourt	May 15, 1901	25	22 44
Magog	D. Peters	June 15, 1906	50	68 09
Matane	Louis Durette	Aug. 25, 1900	50	166 03
Murray Bay	J. Gagnon	May 16, 1906	$40 per annum	117 05
New Carlisle	J. Chisholm	April 22, 1902	25	127 00
Paspebiac	Julien de Caen	Feb. 22, 1908	50	15 75
Peel Head Bay	S. N. Ray		25	33 00
Percé	E. Bourget	April 26, 1910	40	247 05
Port Daniel	F. X. Gagnon	Feb. 26, 1907	$50 per annum	125 09
Rimouski	U. Lavoie	Mar. 27, 1907	50	146 60
Rivière du Loup	L. J. Puize	Nov. 7, 1905	$146 per annum	369 99
St. Alphonse de Bagotville	T. Fortier	April 20, 1909	$48 per annum	121 40
Ste. Anne de Bellevue	M. C. Bezner	May 21, 1908	50	194 90
Ste. Cécile du Bic	Jos. Santerre	May 28, 1909	25	6 59
St. Jean Port Joli	Under lease			25 00
St. Johns Harbour	G. H. Farrar	July 21, 1908	$600 per annum	133 00
St. Laurent d'Orléans	J. Godbout	May 11, 1904	50	21 07
St. Nicholas	Under lease			25 00
St. Siméon	H. Savard	May 7, 1908	25	13 47
St. Thomas de Montmagny	L. Dionne	Oct. 22, 1896	25	64 90
St. Zotique	A. Bissonnette	May 7, 1906	25	8 25
Sorel Harbour	J. A. Proulx	June 6, 1901	$400 per annum	5 50
Tadousac	A. Gingras	May 29, 1906	$30 per annum	111 00
				3,363 27
Refunds				484 00
				2,879 27

For the Year ended March 31, 1910, Minor Public Works—Revenue—Wharfs, Piers and Harbours—*Continued.*

Locality.	Wharfinger.	Date of appointment.	Remuneration allowed.	Amount.
Nova Scotia.			p. c.	$ cts.
Babine Cove	A. Thomas	Oct. 20, 1897	25	5 23
Barrington Passage	J. H. Christie	Aug. 31, 1896	25	378 39
Bayfield	R. Grant	April 23, 1902	25	15 76
Battery Point	J. W. Ellis	Nov. 27, 1907	25	3 04
Belliveau Cove	S. C. Theriault	Nov, 24, 1892	25	119 72
Black Point	J. P. Littlewood	Jan. 8, 1904	25	19 96
Bridgewater Hbr	W. Oakes	Jan. 28, 1896	$100 per annum.	29 50
Brooklyn	J. McLeod	Aug. 3, 1904	25	61 87
Canada Creek	H. Dickey	Aug. 12, 1899	25	2 60
Cape Cove	B. Doucette	Feb. 8, 1907	25	2 85
Centreville	A. Ward	May 23, 1897	25	100 65
Chipmans Brook	Henry Thorpe	April 11, 1909	25	2 52
Church Point	L. Belliveau	March 20, 1907	25	58 80
Delaps Cove	R. W. McCaul	Nov. 28, 1889	25	5 64
D'Escousse	Leon Poirier	May 31, 1906	25	27 13
Digby	W. W. Hayden	April 20, 1897	25	2,604 67
Freeport	W. H. Thurber	....	..	43 46
Granville Centre	H. Rooney	July 6, 1903	25	61 12
Halls Harbour	T. A. Neville	Jan. 8, 1897	25	79 92
Hampton	C. Dunn	Dec. 22, 1906	25	22 44
Harbourville	L. D. Curry	Dec. 29, 1906	25	29 41
Hortons Landing	F. G. Curry	April 30, 1898	25	11 49
International Pier	M. J. Neville	Oct. 30, 1880	$300 per annum.	7 50
Jordan Bay	J. Fredericks	Feb. 20, 1900	25	49 52
Margaretsville	D. H. McLen	July 10, 1907	25	112 27
Meteghan Cove	M. S. Robichaud	Dec. 7, 1900	25	16 02
Meteghan River	Jas. McLair	May 28, 1909	25	13 06
Morden	John Duggan	April 7, 1910	25	9 50
Oak Point	Under lease	....	..	200 00
Ogilvie	J. L. Swindle	March 4, 1907	25	26 85
Parkers Cove	D. Milner	Sept. 3, 1903	25	12 72
Picketts	F. Eaton	Aug. 2, 1899	25	99 15
Plympton	W. K. Smith	Aug. 8, 1890	25	22 56
Port George	O. Douglas	June 20, 1900	25	50 01
Port Hawkesbury	F. McInnis	March 20, 1907	25	237 32
Port Latour	C. D. Cook	Aug. 20, 1904	25	26 19
Port Lorne	F. Beardsley	June 22, 1897	25	49 43
Port Maitland	J. Ellis	....	25	24 46
Port Morien	D. F. McAuley	Nov. 6, 1906	7½	429 53
Port Mouton	Geo. Cook	Dec. 28, 1905	25	10 08
Port Phillip	H. Johnson	Sept. 3, 1909	25	1 41
Port Wade	J. D. Apt	Sept. 12. 1907	25	38 93
Sandford	A. Shaw	May 26, 1903	25	5 19
Saulnierville	J. T. Saulnier	Aug. 25, 1888	25	8 76
Shag Harbour	A. Smith	Oct. 26, 1905	25	7 28
Swims Point	J. T. Duncan	Jan. 30, 1909	25	83 63
Tiverton	B. Blackford	Oct. 17, 1906	25	87 73
Victoria	A. West	Dec. 4, 1900	25	0 81
West Arichat	H. H. Sampson	June 20, 1909	25	29 70
West Pubnico	C. C. D'Entrement	March 28, 1898	25	11 90
Whycocomah	D. Levingston	Dec. 22, 1906	25	69 40
Wolfville	J. L. Franklin	....	..	29 38
				5,456 46

For the Year ended March 31, 1910, Minor Public Works—Revenue—Wharfs, Piers and Harbours—*Continued.*

Locality.	Wharfinger.	Date of appointment.	Remuneration allowed.	Amount.
New Brunswick.			p. c.	$ cts.
Andersons Hollow	W. C. Anderson	Feb. 13, 1899	25	245 93
Black River	F. McLeod	Sept. 26, 1907	25	49 50
Campbellton	G. E. Asker	May 11, 1904	25	2,214 37
Cape Tormentine	M. B. Rielly	June 23, 1905	25	472 52
Caraquet	H. Friolet	Sept. 11, 1906	25	100 00
Dalhousie	W. S. Smith	June 27, 1891	25	468 13
Gardners Creek	J. J. Armstrong	Dec. 22, 1909	25	4 69
Hopewell Cape	G. D. Wilson	April 10, 1899	25	41 48
Petit Rocher	J. Boudreau	Aug. 27,	25	10 19
Tracadie	P. Savoy	Sept. 23, 1889	25	32 29
				3,639 10
Prince Edward Island				
Annandale	W. C. Jenkins	May, 4, 1897	25	78 40
Bay View	J. Harrington	Oct. 3, 1885	25	14 59
Belfast	J. F. Halliday	May 1, 1901	25	71 75
Brush Wharf	H. McDonald	April 21, 1910	25	32 78
Chapel Point	R. McCormack	Sept. 18, 1885	25	27 32
Charlottetown	T. G. Taylor	Agent of Dept.		1,179 57
Clifton	John Gunn	May 24, 1900	25	11 84
Crapaud and Victoria	E. McKinnon	July 7, 1897	25	229 95
Georgetown	R. R. Jenkins	Oct. 14, 1892	25	16 66
Haggertys	C. Fisher	March27,1908	25	20 55
Hickeys	M. Webster	Oct. 22, 1896	25	47 40
Kiers Shore	W. Hodgson	June 10, 1895	25	105 08
McPhersons Cove	J. L. McPherson	Nov. 6, 1908	25	14 20
Murray Harbour North	J. McKinnon	Jan. 27, 1896	25	13 36
North Cardigan	R. J. Steele	May 1, 1901	25	49 35
Pownal	M. M. Haley	Oct. 13, 1896	35	52 81
St. Marys Bay	Angus R. Steele	April 20, 1910	25	18 32
South Rustico	D. Gallant			4 84
Sturgeon Pier	N. Randall	Dec. 31, 1908	25	32 55
Tignish	A. G. Gaudet	Aug. 23, 1898	25	11 32
Vernon River	W. M. Forbes	April 22, 1902	25	55 05
Wood Island	Jas. Young	April 10, 1899	25	2 61
				2,090 30
British Columbia.				
Comox Harbour	Geo. H. Rowe	April 25, 1896	200 per annum	95 50
Ladysmith	T. D. Conway		25	14 16
Nanaimo Harbour	Jas. Knarston	Oct. 26, 1905	500 per annum	6 00
Sidney Harbour	Hugh Moon	May 15, 1909	25	160 50
Vancouver Harbour	M. McLeod	Jan. 14, 1897	600 per annum	7 00
Victoria Harbour	C. E. Clarke	Nov. 3, 1894	600 per annum	31 00
				314 16

Resume wharfage and harbour dues.	Amount.
	$ cts.
Ontario	5,661 75
Quebec	2,879 27
Nova Scotia	5,456 46
New Brunswick	3,639 10
Prince Edward Island	2,090 30
British Columbia	314 16
	20,041 04

STATEMENT of minor revenue collected during the year ended March 31, 1910.
Sick Mariners' dues.

Name of port.	Amount. $	cts.
PROVINCE OF QUEBEC.		
Gaspé	118	90
Montreal	5,272	28
Paspebiac	219	03
Percé	99	72
Quebec	5,818	11
Rimouski	164	66
St. Armand	11	60
St. Johns	1,386	30
Sorel	57	52
Three Rivers	254	68
	13,402	80
NEW BRUNSWICK.		
Bathurst	165	80
Campbellton	429	14
Chatham	708	27
Dalhousie	476	42
Fredericton	33	40
Moncton	519	65
Newcastle	335	19
Sackville	131	92
St. Andrews	80	80
St. John	6,486	27
St. Stephen	46	02
	9,412	88
PROVINCE OF NOVA SCOTIA.		
Amherst	312	90
Annapolis	216	04
Antigonish	0	90
Arichat	19	08
Baddeck	45	48
Barrington	19	37
Canso	72	63
Digby	90	55
Glace Bay	5	26
Halifax	8,794	67
Kentville	16	55
PROVINCE OF NOVA SCOTIA.—*Con.*		
Liverpool	196	69
Lockeport	7	29
Lunenburg	569	15
North Sydney	1,108	12
Parrsboro	566	09
Pictou	195	40
Port Hawkesbury	142	62
Port Hood	115	42
Shelburne	53	47
Sydney	2,451	30
Truro	3	96
Weymouth	234	36
Windsor	1,111	03
Yarmouth	496	54
	16,844	87
PROVINCE OF BRITISH COLUMBIA.		
Nanaimo	5,294	38
New Westminster	225	12
Prince Rupert	462	25
Vancouver	2,290	03
Victoria	5,472	32
	13,744	10
PRINCE EDWARD ISLAND.		
Charlottetown	259	70
Summerside	67	96
	327	66
GRAND TOTALS BY PROVINCES.		
Quebec	13,402	80
New Brunswick	9,412	88
Nova Scotia	16,844	87
British Columbia	13,744	10
Prince Edward Island	327	66
Grand total	53,732	31

STATEMENT of steamboat inspection dues collected for the fiscal year ended March 31, 1910.

Name of port.	Amount.	Name of port.	Amount.
PROVINCE OF ONTARIO.	$ cts.	PROVINCE OF NOVA SCOTIA.	$ cts.
Sault Ste. Marie	45 68	Halifax	1,340 32
Toronto	205 44	Kentville	255 84
Windsor	138 40	North Sydney	92 40
Total	389 52	Total	1,688 56
		PROVINCE OF MANITOBA.	
PROVINCE OF QUEBEC.		Winnipeg	Nil.
Quebec	448 86	PROVINCE OF BRITISH COLUMBIA.	
PROVINCE OF NEW BRUNSWICK.		Vancouver	938 32
		Victoria	670 80
St. John	306 88	Total	1,609 12

STATEMENT of marine register dues collected for the fiscal year ended March 31, 1910.

Name of port.	Amount.	Name of port.	Amount.
PROVINCE OF ONTARIO.	$ cts.	PROVINCE OF NOVA SCOTIA—*Con.*	$ cts.
Belleville	1 28	Liverpool	1 10
Kingston	1 12	Lunenburg	3 60
Ottawa	1 60	Shelburne	0 48
Picton	0 96	Yarmouth	2 09
Sarnia	0 20		
Toronto	0 80	Total	10 45
Total	5 96	PROVINCE OF MANITOBA.	
PROVINCE OF QUEBEC.		Winnipeg	3 80
Montreal	8 40	PROVINCE OF BRITISH COLUMBIA.	
Quebec	11 58	Victoria	3 28
Total	19 98	PRINCE EDWARD ISLAND.	
PROVINCE OF NEW BRUNSWICK.		Charlottetown	1 80
St. John	3 80	YUKON DISTRICT.	
PROVINCE OF NOVA SCOTIA.		Dawson	3 50
Arichat	0 70	Grand total	52 57
Halifax	2 48		

STATEMENT of lighthouse and coast dues collected for the fiscal year ended March 31, 1910.

PROVINCE OF NOVA SCOTIA.

Halifax	$610 00

RESUME OF MINOR REVENUE.

Sick mariners dues	$53,732 31
Steamboat inspection fund	4,442 94
Marine register fees	52 57
Signal station dues	610 00
Grand total	$58,837 82

HARBOUR MASTERS.

TABLE showing the names of ports proclaimed under certain Dominion Acts, the provisions of which are found in the Canada Shipping Act, Chapter 113, Revised Statutes of Canada, 1906, for the appointment of harbour masters, and date of their appointment, the amounts which each of their salaries is not to exceed, the amount of fees collected by each of them during the calendar year ended December 31, 1909, and the overplus, if any, paid to the credit of the Receiver General, for the year ended December 31, 1909.

PROVINCE OF ONTARIO.

Names of port.	Harbour masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
			$ cts.	$ cts.	$ cts.
Amherstburg	M. Barrett	Dec. 29, 1906.	214 50	200 00	14 50
Bronte	J. Wilson	Oct. 26, 1905.	4 50	200 00	
Byng Inlet	C. E. Begin	Mar. 24, 1908.	22 00	200 00	
Collingwood	Wm. F. Toner	Dec. 31, 1908.	195 50	300 00	
Depot Harbour	John O'Grady	April 18, 1910.	46 50	200 00	
Fort William	J. McAllister	May 12, 1906.	782 00	600 00	P. O. 60c. 181 40
French River	E. Barron, Jr	....	16 00	200 00	
Goderich	D. McKay	April 21, 1908.	114 00	300 00	
Little Current	J. T. May	July 19, 1906.	....	200 00	
Meaford	S. McClain	" 16, 1902.	32 50	200 00	
Midland	J. White	" 13, 1907.	154 50	200 00	
Owen Sound	W. T. Robertson	May 19, 1909.	74 50	200 00	
Oshawa	W. T. Henry	Aug. 10, 1904.	Nil.	300 00	
Parry Sound	Basil Taylor	April 27, 1909	48 00	200 00	
Penetanguishene	P. Light	May 7, 1906.	21 50	200 00	
Port Arthur	B. Guérard	" 21, 1897.	284 00	300 00	
Port Stanley	F. E. Shephard	Jan. 15, 1898.	....	200 00	
Rondeau	W. R. Fellows	Dec. 17, 1888.	30 00	100 00	
Southampton	W. H. Johnston	Oct. .., 1882.	35 50	100 00	
"	Geo. McVittie, depy. h. m	....	....	....	
Sarnia	R. McAdam	May 3, 1886.	Nil.	300 00	
Trenton	O. C. Lawson	Nov. 12, 1904.	....	200 00	

PROVINCE OF QUEBEC.

Names of port.	Harbour masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
Amherst Harbour	J. Cassidy	Sept. 2, 1878.	6 00	200 00	
Anse au Gascon	J. Mourant	June 28, 1905.	Nil.	100 00	
Bonaventure	A. Bourque	June 5, 1905.	Nil.	100 00	
Bersimis	Laurent Thibault	Dec. 13, 1905.	Nil.	200 00	
Cape Cove	J. Scott	July 15, 1908.	50	200 00	
Carleton	Bernard Leclerc	May 15, 1905.	Nil.	200 00	
Caplin	Theo. Bourdages	Mch. 20, 1907.	....	100 00	
Chicoutimi	A. Sturton	June 8, 1886.	68 00	200 00	
Grand Entry	Andre Cyr.	July 10, 1907.	4 00	200 00	
Grand River	G. Beaudin	Apr. 8, 1900.	13 00	100 00	

TABLE showing the names of ports proclaimed under certain Dominion Acts—*Con.*

PROVINCE OF QUEBEC—*Continued.*

Names of ports.	Harbour masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
			$ c.	$ c.	$ c.
Gaspe	F. G. Eden	Apr. 3, 1889.	92 50	500 00	
House Harbour	C. Lafrance	Dec. 10, 1896.	29 50	200 00	
Maria	A. Cyr	Mch. 29, 1905.	Nil.	100 00	
Matane	L. J. Levasseur	Dec. 12, 1896.	77 50	200 00	
Malbaie	P. Lawrence	....	10 00	200 00	
Metis	J. W. Ferguson	Mar. 10, 1896.	......	200 00	
New Carlisle	J. Chisholm	Apr. 22, 1902.	1 00	200 00	
New Richmond	F. X. Cormier	Apr. 15, 1902.	54 00	200 00	
Nouvelle	J. Casey	Jan. 3, 1903.	Nil.	200 00	
Oak Bay	T. Harper	Sept. 11, 1909.	40 00	200 00	
Paspebiac	W. L. Kempffer	Sept. 21, 1900.	49 50	150 00	
Perce	E. Donohue	Oct. 10, 1903.	7 50	100 00	
Port Daniel	B. Langlois	Feb. 26, 1907.	21 00	200 00	
Rimouski	A. P. St. Laurent	May 13, 1896.	65 00	200 00	
Riv. du Loup	F. E. Gilbert	Oct. 5, 1908.	15 00	100 00	
St. Godfroy	Jacques Grenier	June 5, 1905.	....	100 00	
St. Ths. Montmagny	L. Dionne	Oct. 22, 1896.	48 50	200 00	
St. Johns	G. H. Farrar	Mar. 20, 1897.	733 00	600 00	133 00
Sorel	J. A. Proulx	June 6, 1901.	405 50	400 00	5 50
Trois Pistoles	F. T. Pettigrew	Apr. 11, 1899.	Nil.	100 00	
Tadousac	A. Gingras	June 6, 1906.	10 00	200 00	
			1,761 00		138 50

PROVINCE OF NEW BRUNSWICK.

Names of ports.	Harbour masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
Alma	G. W. Parsons	Mar. 2, 1908.	22 00	100 00	
Bathurst	Capt. M. Daly	April 15, 1907.	50 00	200 00	
Black and Beaver	E. W. Cross	Sept. 17, 1883.	16 50	100 00	
Bouctouche	H. Hutchison	April 17, 1897.	10 50	100 00	
Campbellton	G. E. Asker	May 5, 1904.	119 00	200 00	
Campobello	Geo. Lank	May 17, 1910.	....	100 00	
Cap Tormentine	M. S. Treene	May 13, 1901.	25 00	200 00	
Caraquet	J. A. Albert	Nov. 7, 1905.	13 50	150 00	
Chatham	R. J. Walls	April 13, 1898	188 00	300 00	
Cocagne	T. Bourque	June 23, 1905.	50	100 00	
Dalhousie	W. S. Smith	Mar. 19, 1888.	141 00	200 00	
Dorchester	J. Shea	Oct. 25, 1900.	26 00	200 00	
Fairhaven	A. Calder	July 30, 1901.	10 00	200 00	
Grand Manan, N	J. E. Caskell	Mar. 20, 1907.	10 50	100 00	
Grand Harbour	T. Ingalls	April 19, 1907.	5 00	100 00	
Gull Rock Channel	G. A. Johnson	April 27, 1904.	Nil.	100 00	
Harvey	Wm. Woods	June 9, 1903.	45 50	100 00	
Heron Channel	D. Robertson	July 15, 1897.	....	200 00	
Hillsborough	J. O'Shaughnessy	April 13, 1898.	32 00	150 00	
Hopewell Cape	J. H. Christopher	April 13, 1898.	15 50	200 00	
Ledge of St. Stephens	Wm. McBean	June 12, 1894.	Nil.	100 00	
Letete	H. W. Harris	Feb. 16, 1906.	5 50	100 00	
Little Shippigan	Jos. Beaudin	Oct. 27, 1906.	Nil.	100 00	
Moncton	Benj. Toombs	April 12, 1905.	31 00	200 00	
Musquash	J. McNulty	Sept. 28, 1896.	3 00	100 00	
Newcastle	J. Russell	June 27, 1904.	107 50	300 00	
Port Elgin & Baie Verte	C. Trenholme	April 3, 1907.	3 00	200 00	
Pokemouche	M. Landry	May 13, 1901.	Nil.	100 00	
Richibucto	J. Jardine	May 11, 1874.	33 00	200 00	
Sackville	E. Chase	May 11, 1904.	15 00	200 00	
St. Andrews	Capt. R. Keay	Feb. 16, 1909.	34 50	100 00	
St. George	G. W. McKenzie	May 10, 1900.	32 00	100 00	
St. Martin & Quaco	J. R. McDonough	July 11, 1902.	68 50	100 00	
Seal Cove	J. W. Wooster	April 19, 1907.	28 00	100 00	
Shediac	Capt. J. Newman.	Dec. 31, 1909.	33 00	300 00	
Shippigan	J. Degrace	April 14, 1903.	6 00	100 00	
Tracadie	T. Savoy	Sept. 23, 1899.	9 50	100 00	
Waterside	W. C. Anderson	May 24, 1901.	7 50	100 00	
West Isles	B. Simpson	May 27, 1901.	14 00	200 00	
Whitehead	A. Cheney	April 19, 1907.	5 00	100 00	

TABLE showing the names of ports proclaimed under certain Dominion Acts—*Con.*

PROVINCE OF NOVA SCOTIA.

Names of ports.	Harbour masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
			$ c.	$ c.	$ c.
Abbots Harbour	F. D'Entremont	May 23, 1901.	5 00	200 00	
Advocate	Geo. Loomer	April 20, 1910.	2 00	100 00	
Amherst	F. A. Gates	April 3, 1907.	31 50	300 00	
Annapolis	J. Lindgren	July 7, 1908.	74 50	200 00	
Arichat	J. Langlois	Mar. 22, 1909.	27 00	200 00	
Apple River	B. Atkinson	Feb. 1, 1909.	21 50	200 00	
Baddeck	P. L. McFarlane	May 6, 1909.	....	100 00	
Barrington	B. Kenny	July 6, 1903.	29 50	200 00	
Bayfield	David Sutton	Mar. 22, 1910.	....	....	
Bay St. Lawrence	R. G. Zwicker	April 21, 1887.	Nil.	200 00	
Bear River	W. McFadden	Sept. 27, 1897.	27 50	100 00	
Beaver Harbour	H. Hawbott	Sept. 22, 1888.	1 50	....	
Big Harbour	D. G. McKenzie	April 18, 1908.	....	100 00	
Bridgewater	W. Oakes	Jan. 28, 1896.	129 50	100 00	29 50
Big Bras d'Or	A. Bain	Feb. 14, 1905.	1 00	200 00	
Cape Canso	G. Oliver	Feb. 14, 1905.	99 00	150 00	
Cape Negro	A. D. Parry	May 18, 1881.	8 50	200 00	
Chester	A. C. Corkum	July 8, 1896.	13 00	100 00	
Cheticamp	F. Aucoin	April 15, 1876.	1 00	100 00	
Clarks Harbour	J. G. Nickerson	....	68 00	200 00	
Clementsport	J. M. LeCain	Oct. 18, 1898.	8 50	150 00	
Crow Harbour	....	....	....	....	
D'Escousse	M. Martell	April 22, 1902.	9 50	100 00	
Digby	H. Anderson	June 19, 1902.	48 00	200 00	
East Bay	D. McInnes	April 4, 1886.	....	100 00	
Gabarouse	R. McLean, acting H.M	....	....	100 00	
Glasgow & Cape Breton Pier	A. McQuarrie	Oct. 30, 1880.	46 00	300 00	
Guysboro	A. M. Peart	Feb. 11, 1902.	3 00	100 00	
Halifax	F.G. Rudolf	May 13, 1910.	1,474 50	1,800 00	
Hantsport	W. McCulloch	Jan. 17, 1892.	200 50	300 00	
Ingonish S. Bay	J. Doucett	April 30, 1901.	16 00	100 00	
Ingonish North	Angus McLean	April 21, 1910.	Nil.	200 00	
Ingram River	E. Huntly	Jan. 19, 1907.	50 00	100 00	
Int. Pier, Sydney	M. J. Neville	Oct. 30, 1880.	307 50	300 00	7 50
Isaacs Harbour	T. D. Cook	June 19, 1900.	10 00	100 00	
Jeddore	E. Baker	Dec. 3, 1903.	10 50	100 00	
Jordan Bay	F. Thorburn	May 11, 1901.	7 50	150 00	
Kelly Cove	J. Kenny	April 6, 1908.	1 00	100 00	
La Have or Getson's Cove	G. H. Zwicker	Feb. 26, 1875.	46 50	300 00	
L'Ardoise, Upper and Lower	G. Burke	Aug. 29, 1884.	4 50	100 00	
Lingan	No H. M.	....	....	....	
Liscombe	L. Wilson	Feb. 20, 1900.	21 50	200 00	
Little Bras d'Or Lake between McKay's Point and Grand Narrows	D. J. Campbell	April 17, 1899.	Nil.	100 00	
Little Bras d'Or Harbour	J. M. Leblanc	Oct. 9, 1909.	Nil.	200 00	
Little Bras d'Or, Lake between McKay's Pt. and Washadebuck Riv.	Vincent McLean	Sept. 23, 1907.	Nil.	100 00	
Little Glace Bay	E. Douglas Rigby	May 8, 1884.	16 50	200 00	
Little Narrows to Cranberry Point	K. McLennan	Nov. 1, 1897.	Nil.	100 00	
Liverpool	J. Ryan	Dec. 22, 1906.	131 50	200 00	
Lockeport	G. J. Locke	April, 2, 1906.	....	100 00	
Louisburg	H. C. Levatte & As.	Oct. 13, 1898.	346 50	350 00	
Lunenburg	J. Heckman, Jr.	Nov. 1, 1909.	140 00	150 00	
Mabou	J. McInnes	July 11, 1900.	2 50	100 00	
Mahone Bay	A. Hyson	Feb. 18, 1908.	28 50	200 00	
McNairs Cove	R. McEachern	Mar. 8, 1875.	....	50 00	
Marble Mountain	D. McDonald	July 26, 1892.	1 50	200 00	
Margaretsville	J. McGranaghan	May 29, 1906.	1 00	100 00	
Margaret's Bay	H. C. Garrisson	Dec. 14, 1901.	6 50	100 00	
Margaree	M. A. Dunn	Mar. 6, 1909.	2 00	100 00	
Marie Joseph	C. Dixon	Feb. 2, 1907.	3 50	100 00	

TABLE showing the names of ports proclaimed under certain Dominion Acts—*Con.*

PROVINCE OF NOVA SCOTIA—*Continued.*

Names of Ports.	Harbour Masters.	Date of Appointment.	Amount collected.	Remuneration Allowed.	Amount paid to Cr. C. R.
			$ c.	$ c.	$ c.
Meteghan Hbr	J. McLair	Nov 17, 1906.	10 50	100 00	
Meteghan River					
Merigomish	T. B. Olding	Mar. 11, 1910.		200 00	
McKinnons Hbr	D. T. McNeil	Oct. 9, 1909.		200 00	
Musquodoboit	T. Williams	May 31, 1905.	3 50	100 00	
Neils Harbour	R. Payne	July 15, 1905.	5 50	100 00	
New Haven					
Noel	S. O'Brien	Oct. 26, 1905.	5 00	200 00	
Northport	J. Davis	Dec. 21, 1902.	23 00	100 00	
North West Cove	P. Bouthier	June 30, 1892.		200 00	
Parrsboro	R.T. Smith	Apr. 30, 1892.	171 00	300 00	
Petit de Gras	S. Boudrot	June 5, 1895.	15 00	200 00	
Petite Rivière Bridge	J. Nelson Parks	Apr. 27, 1888.	1 00	100 00	
Port Greville	Austin Graham	April 27, 1909.	38 50	200 00	
Pictou Harbour	Harbour Comm		736 29	300 00	
Port George					
Port Hastings	G. L. McLean	Feb. 15, 1908.	78 00	200 00	
Port Hawkesbury	John Lamey	June 2, 1908.	32 00	200 00	
Port Hood	J. H. Murphy	July 9, 1875.	1 50	200 00	
Port Latour	W. Sholds	Feb. 15, 1898.	17 00	200 00	
Port Lorne	F. Beardsley	June 9, 1897.	1 50	200 00	
Port Maitland	J. Ellis	Dec. 10, 1896.		200 00	
Port Morien	H. McDonald	Mar. 3, 1879.	29 00	400 00	
Port Mulgrave	J. A. McDonald	June 29, 1908.	14 00	200 00	
Port Medway	J. Hopkins	Feb. 13, 1903.	22 50	200 00	
Pubnico	D. Q. Amireau	Sept. 27, 1882.	44 50	100 00	
Port Wade	J. McQuieny	Oct. 14, 1907.	43 00	200 00	
Pugwash	G. N. Allen	May 15, 1907.	51 00	100 00	
River Port	T. J. C. Creaser	Jan. 8, 1901.	38 00	100 00	
Rivière Bourgeoise	E. C. Bouchie	April 9, 1886.	3 00	100 00	
River Herbert	W. Y. Theal	July 24, 1905.	5 50	100 00	
River John	H. Campbell	June 1, 1901.	Nil.	100 00	
St. Anns Bay	G. E. Fader	Sept. 21, 1906.	12 50	200 00	
St. Anns Hbr	A. McLeod	April 16, 1909.	8 00	200 00	
St. Marys River	R. Quinn	June 21, 1909.	2 00	200 00	
St. Peter's	P. McNeil	Sept. 17, 1883.	77 00	200 00	
Sambro	B. Smith	May 27, 1890.	10 50	200 00	
Sheet Harbour	H. Hall	April 11, 1898.		200 00	
Shelburne	J. C. Morrisson	May 4, 1897.	198 00	200 00	
Ship Harbour	C. Marks	June 2, 1884.		100 00	
Spencers Island	B. McLellan	May 22, 1899.	3 00	100 00	
Tangier	C. A. Hilchey	Nov. 14, 1901.	2 50	200 00	
Tatamagouche	W. Rielley	June 1, 1900.	1 50	200 00	
Tenny Cape	David Lingard	Oct. 26, 1909.	2 00	200 00	
Tiverton	J. Blackford	April 3, 1900.	9 50	100 00	
Tidnish	R. B. Davison	Feb. 19, 1910.		100 00	
Torbay	S. Fougère	Aug. 25, 1903.	12 00	200 00	
Tusket	C. Doucette	Nov. 21, 1902.	4 00	100 00	
Tusket Wedge	J. LeBlanc	May 16, 1901.	54 00	100 00	
Wallace	J. D. Potton	Feb. 14, 1896.	3 50	100 00	
Walton	B. McCulloch	Oct. 26, 1905.	49 00	200 00	
West Arichat	Capt. L. Forest	May 25, 1910.	10 00	100 00	
West Port	G. Welsh	Jan. 29, 1898.	30 50	200 00	
West Bay	H. McInnis	May 26, 1906.		100 00	
Weymouth	S. McCormack	May 29, 1897.	68 50	200 00	
Whycocomagh	N. McKinnon	Oct. 8, 1875.		100 00	
Whitehead	Levi Munroe	Feb. 8, 1909.	17 50	200 00	
Wolfville	J. L. Franklin	Aug. 16, 1901.	7 00	100 00	
Woods Harbour	John Orechia	Nov. 30, 1909.	29 00	200 00	
Yarmouth	E. Scott	Oct. 19, 1877.	215 00	250 00	

TABLE showing the names of ports proclaimed under certain Dominion Acts—*Con.*

PROVINCE OF PRINCE EDWARD ISLAND.

Names of ports.	Harbour masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
			$ cts.	$ cts.	$ cts
Alberton	J. Kinch.	July 30, 1901.	3 00	200 00	
Charlottetown & Hillsboro River	J. White	Mar. 6, 1909.	114 00	400 00	
Bay Fortune	J. R. Coffin	April 29, 1875.	....	200 00	
Burdenell	John A. Gordon	Oct. 26, 1905.	....	200 00	
Cardigan River	Felix Gallant	April 27, 1909.	2 50	100 00	
Covehead	Malc. Kielly	April 23, 1904.	....	100 00	
Crapaud	W. Myers	June 17, 1874.	4 00	200 00	
Egmont Bay	G. Henry	Dec. 6, 1906.	2 00	200 00	
Georgetown	J. Westawa	May 16, 1904.	20 00	200 00	
Grand River	....	... .	....	....	
Malpeque	J. Champion	Dec. 10, 1896.	1 00	200 00	
Miminegash	P. Doucette	Jan. 21, 1908.	1 50	100 00	
Montague Bridge	H. McPherson	May 5, 1904.	11 00	200 00	
Murray Harbour	G. McLeod	Jan. 19, 1907.	4 50	200 00	
Murray River	G. McLeod	Feb. 9, 1897.	1 50	200 00	
New London	Harry McLeod	July 6, 1910	4 50	200 00	
Pinette	J. D. McDonald	Oct. 23, 1903.	2 00	100 00	
Port Hill	W. A. Brown	June 20, 1898.	....	200 00	
St. Peters Bay	Geo. B. Morell	May 3, 1901.	8 00	200 00	
Souris, East & W.	J. Tierney	May 15, 1905.	39 50	200 00	
Summerside	J. Matheson	Feb. 8, 1907.	30 00	200 00	
Tracadie	J.J. McAulay	April 18, 1910.	Nil	200 00	
Vernon River Bridge.	J. Finlay	Oct. 9, 1884.	2 00	200 00	
Wood Island	J. Young	May 23, 1899.	Nil	100 00	

PROVINCE OF BRITISH COLUMBIA

Names of ports.	Harbour masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
Chemainus	L. G. Hill	Mar. 2, 1887.	37 00	200 00	
Comox	G. H. Rowe	April 25, 1896.	295 50	200 00	95 50
Ladysmith	W. Fraser	May 29, 1906.	183 50	200 00	
Nanaimo Departure-Bay.	J. Knarston	Oct. 26, 1905.	506 00	500 00	6 00
New Westminster.	W. B. Shiles	Feb. 15 1908.	210 00	400 00	
Snug Harbour	Geo. C. Turnstall, jr.	April 18, 1910.	7 00	200 00	
Vancouver	D. A. McInnis	Jan. 22, 1909.	....	600 00	
Victoria & Esquimalt	C. E. Clarke.	Nov. 3, 1894.	631 00	600 00	31 00

RECAPITULATION.

Province.	Number of Ports.	Amount collected.	Amount paid to Receiver Gen'l.
		$ cts.	$ cts.
Ontario	21	2,075 50	195 90
Quebec	31	1,761 00	138 50
New Brunswick	40	1,166 50	
Nova Scotia	218	5,570 79	473 29
Prince Edward Island	24	251 00	
British Columbia	8	1,870 00	132 50
Totals	342	12,694 79	940 19
Add Liverpool, N.S	1	131 50	436 29

APPENDIX

STATEMENT of expenditure by the Marine Department

——	1868.	1869.	1870.	1871.
	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of Lights—				
Above Montreal	40,561 28	42,306 69	46,289 05	44,054 01
Montreal District	23,053 56	25,762 54	21,669 49	22,453 52
Below Quebec	45,615 35	41,651 73	43,730 61	31,582 75
Nova Scotia	46,460 72	56,394 88	43,682 86	76,230 77
New Brunswick	20,488 00	23,893 00	27,485 14	20,542 29
Prince Edward Island				
British Columbia				
Construction—				
Above Montreal	3,136 15		2,976 83	8,770 55
Quebec	7,323 75	7,492 59	1,543 06	
Nova Scotia	22,041 42	6,905 80	18,967 23	10,948 31
New Brunswick			11,555 91	8,735 73
Prince Edward Island				
British Columbia				
Dominion steamers—				
Quebec	69,026 73	37,176 02	34,549 49	59,797 05
Nova Scotia	14,778 92	26,603 94	19,759 96	13,139 86
New Brunswick				
Prince Edward Island				
British Columbia				
Examination of masters and mates			908 12	1,407 66
Hudson Bay expedition				
Investigation into wrecks			140 00	
Marine Hospital, Quebec	19,977 36	19,221 45	21,618 73	19,823 18
Marine Hospitals	1,070 86	15,615 71	15,652 62	15,728 93
Meteorological service	8,200 00	8,950 00	8,950 00	9,370 82
Registration of Canadian shipping				
Removal of obstructions			2,350 07	1,000 00
Rewards for saving life				
Signal service				
Steamboat inspection	7,106 93	7,999 00	7,396 96	8,321 00
Survey, Georgian Bay				
Water police, Montreal	27,445 35	10,238 71	9,323 31	8,030 00
" Quebec		12,633 59	9,038 62	9,379 73
Civil Government	15,083 88	18,064 25	19,401 05	20,220 96
Steam communication—				
Between Quebec and Maritime Provinces				
Between Prince Edward Island and mainland				
Purchase of steamers to replace—				
Glendon				
Lady Head				
Winter mail service, Prince Edward Island				
Tidal observations				
Gratuities				
Survey, Burrard Inlet				
Export cattle trade				
	371,070 56	360,899 90	36,212 91	389,537 12

No. 7.

from confederation to March 31, 1909.

1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
57,609 16	61,036 47	60,798 75	71,937 18	68,344 18	65,421 00	73,175 11	74,587 78	65,518 61
22,369 00	31,143 14	20,939 13	15,000 00	12,999 48	15,998 00	15,996 00	14,917 95	16,523 88
41,936 00	65,645 00	102,056 09	110,362 00	98,792 93	89,980 41	96,904 00	93,178 61	96,703 87
67,806 24	100,953 80	114,711 91	114,344 51	143,125 56	128,496 00	132,888 95	120,951 33	116,189 60
23,369 12	29,266 85	53,439 04	60,119 02	62,551 61	50,998 00	58,989 00	57,499 02	61,252 82
....	....	3,357 71	12,584 64	13,730 53	11,817 00	16,986 66	12,158 72	15,288 17
....	13,207 09	18,519 50	15,983 72	17,175 97	15,853 00	18,948 78	15,152 73	15,576 99
6,940 45	18,999 38	24,461 86	14,286 65	13,320 40	16,267 98	7,207 96	11,993 75	13,297 81
57,818 35	39,303 87	41,950 82	19,325 00	24,336 47	12,945 29	12,776 47	4,154 58	7,797 75
34,760 12	90,181 79	51,867 94	43,898 63	42,214 55	25,550 00	13,500 00	17,386 97	7,069 01
9,561 14	16,691 06	31,572 60	8,842 97	17,819 85	7,083 82	12,028 13	·22,598 14	4,985 53
....	....	....	....	11,829 61	17,752 00	2,504 47	2,560 88	6,074 50
....	.. ..	4,353 93	8,799 07	8,477 67	29 66	....	....	....
47,500 00	51,758 05	64,490 00	79,043 70	62,971 49	49,987 66	42,683 00	44,972 79	49,318 93
20,999 63	24,999 57	30,008 99	22 992 62	133,826 08	38,739 39	43,027 00	42,016 53	49,438 93
....	....	....	....	....	....	....	....	....
....	....	....	....	16,241 26	61,782 63	28,933 63	16,332 05	14,429 52
12,115 96	15,984 72	10,555 67	41,796 74	10,156 56	16,095 90	12,193 40	7,460 68	9,733 34
4,312 07	6,466 18	4,520 19	5,696 62	4,672 08	4,050 00	4,249 76	4,250 12	4,253 43
....	....	....	....	....	....	....	....	....
874 00	1,068 89	2,313 31	366 00	466 41	342 65	500 00	1,691 00	676 73
21,000 00	21,000 00	20,456 45	21,994 75	23,795 85	19,965 97	19,987 50	20,791 77	12,991 23
53,536 16	27,150 43	45,986 87	37,111 67	37,155 72	42,449 55	37,487 10	37,445 57	35,040 00
12,618 15	18,830 54	36,700 59	33,580 00	45,560 03	44,871 38	46,050 24	45,706 13	45,554 51
....	....	272 30	1,096 46	412 06	842 14	1,435 10	239 26	257 75
....	....	....	450 00	....	203 00	462 00	305 86	825 00
2,284 32	1,975 13	4,931 78	3,552 86	2,292 20	1,958 55	4,071 00	2,533 10	2,263 15
....	....	1,000 00	....	....	....	....	....	....
8,500 00	13,266 00	10,291 68	12,200 00	13,081 86	13,073 01	13,228 38	13,076 46	11,854 34
....	....	....	....	....	....	....	....	....
10,000 00	14,453 87	12,370 86	13,395 00	14,090 00	13,524 29	14,062 00	13,462 74	13,131 06
10,348 00	18,200 00	26,526 66	24,500 00	27,136 68	21,482 08	23,498 06	23,023 26	22,094 48
22,644 52	25,336 04	30,087 23	31,328 16	32,789 18	32,304 12	32,682 05	36,610 19	35,033 95
....	....	15,000 00	10,000 00	10,000 00	....	....	....	....
....	....	....	....	766 00	....	....	....	....
....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....
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....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....
518,958 49	706,817 92	845,150 90	844,586 09	970,146 27	820,054 38	786,156 23	755,359 47	723,390 89

STATEMENT of expenditure by the Marine Department

—	1881.	1882.	1883.
	$ cts.	$ cts.	$ cts.
Maintenance of Lights—			
Above Montreal	65,541 21	71,048 50	70,116 68
Montreal district	14,326 36	21,643 05	22,260 32
Below Quebec	89,781 29	91,098 66	102,784 99
Nova Scotia	128,918 59	137,846 15	150,793 17
New Brunswick	63,921 90	66,073 00	75,946 92
Prince Edward Island	12,997 36	16,985 72	17,907 27
British Columbia	17,570 72	17,803 00	18,349 06
Cape Race	...	...	...
Construction—			
Above Montreal	14,180 02	13,581 00	9,782 27
Quebec	7,539 76	3,731 31	9,672 55
Nova Scotia	7,757 52	13,355 00	9,422 70
New Brunswick	4,578 52	2,253 80	1,022 57
Prince Edward Island	8,150 06	3,092 00	1,934 49
British Columbia	8,655 39	3,237 90	1,005 26
King's Printer	...	...	...
Dominion Steamers—			
Quebec	64,973 00	44,923 98	45,156 13
Nova Scotia	36,700 00	31,049 74	37,841 07
New Brunswick	...	...	...
Prince Edward Island	15,139 95	23,911 97	19,680 00
British Columbia	11,788 09	8,504 61	25,484 00
Department	...	...	...
Examination of masters and mates	3,888 41	3,981 00	4,021 20
Hudson's Bay Expedition	...	...	...
Investigation into wrecks	310 48	863 19	875 64
Marine hospital, Quebec	19,964 33	19,938 12	19,998 53
Marine hospitals	32,218 94	33,162 45	29,880 78
Meteorological service	46,163 54	47,464 07	51,990 25
Registration of Canadian shipping	607 43	2,013 28	168 84
Removal of obstruction	150 00	1,116 51	35 80
Reward for saving life	1,806 13	2,212 00	2,534 00
Signal service	...	...	3,365 33
Steamboat inspection	12,211 65	14,835 00	16,209 00
Hydrographic surveys	...	...	77 81
Water Police, Montreal	21,953 26	21,994 74	15,798 24
Water Police, Quebec	13,497 81	20,221 82	22,520 41
Civil Government	36,447 50	36,789 46	37,988 39
Steam communication—			
Between Quebec and Maritime Provinces	...	...	...
Between Prince Edward Island and mainland	...	...	...
Repairs to wharfs	...	...	...
Purchase of steamers to replace—			
Stanley	...	...	399 55
Glendon	...	...	...
Lady Head	...	...	...
Winter mail service, Prince Edward Island	...	...	...
Tidal observations	...	...	...
Gratuities	...	...	...
Survey, Burrard inlet	...	...	...
Export cattle trade	...	...	...
Survey, Bay of Quinté	...	...	...
Relief of distressed Canadians	...	...	...
Manning ships	...	...	...
Widow of late A. Warren	...	...	...
McDonald Bros	...	...	...
Parlimentary returns	...	...	...
Investigating effect of Chicago drainage canal	...	...	...
John McDonald	...	...	...
Longitude, Montreal	...	...	...
Marine biological station	...	...	...
	761,730 62	774,831 53	825,010 82

from confederation to March 31, 1909—*Continued.*

1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
70,788 27	70,697 89	85,713 98	75,690 74	85,588 70	72,721 23	84,035 65	93,180 72
22,946 43	23,262 94	33,289 28	16,735 49	17,510 17	12,285 79	118,750 70	122,741 89
101,302 35	118,856 94	131,095 29	131,540 80	108,278 67	112,690 20		
142,909 72	137,439 40	143,153 24	117,708 53	133,009 92	140,197 15	139,459 56	139,916 83
86,670 70	92,130 28	76,046 63	96,425 28	73,465 49	78,285 79	61,608 91	61,089 31
19,059 92	20,218 83	22,282 52	17,852 13	14,796 62	19,118 51	16,968 80	19,000 46
18,107 54	15,497 76	15,783 75	16,230 43	19,604 63	16,877 12	16,411 49	19,595 22
...	...	...	4,453 25	5,124 20	7,358 01	...	...
18,432 63	27,977 42	36,678 16	18,383 20	6,341 97	8,623 76		9,796 28
3,168 48	4,354 87	5,877 84	1,260 00	2,287 86	12,203 06		3,723 14
12,489 35	4,352 42	5,905 17	5,330 89	5,533 48	6,039 91		4,596 94
2,868 70	7,667 42	2,421 66	5,280 75	1,542 61	2,966 36	23,863 09	208 16
2,158 60	879 40	...	384 60	...	...		410 00
2,830 38	5,223 11	4,942 70	321 84	5,918 00	1,890 00		14,417 25
...	...	...	26 58	...	40 14		...
43,019 13	51,092 98	51,485 03	50,714 52				
27,726 60	42,921 27	30,283 27	32,287 10				
...	...	24,633 26	14,337 23				
19,539 52	33,962 54	20,927 58	19,987 67	150,659 19	126,629 33	114,956 20	111,437 03
16,111 83	12,485 07	13,430 69	10,809 07				
...	...	...	13,288 83				
5,580 79	6,656 44	5,239 28	4,858 98	5,063 96	4,381 04	4,177 83	4,255 24
480 69	71,374 69	35,217 10	14,762 61	165 00	...	...	...
830 12	385 15	592 63	520 14	513 91	516 67	888 94	1,172 77
19,990 34	19,996 68	16,047 95	19,706 96	18,777 62	18,643 14	10,279 08	751 75
31,401 30	45,371 29	32,229 02	32,545 35	30,667 67	33,089 20	31,450 03	33,303 37
56,418 16	56,625 40	56,898 33	57,140 74	59,986 10	58,577 07	58,452 10	62,457 10
189 27	237 88	157 13	233 13	897 02	179 21	647 52	1,207 07
342 76	2,259 21	1,237 34	4,190 83	2,500 94	3,603 65	5,737 26	3,633 65
2,614 91	5,221 15	8,147 22	7,363 94	6,825 48	5,503 44	8,150 92	4.952 20
6,704 17	3,881 05	4,622 00	5,082 17	4,441 59	5,092 54	4,976 80	4,700 79
21,893 28	23,235 04	21,775 57	22,847 57	21,430 45	22.213 03	20,989 52	22,183 76
26,745 54	20,454 68	17,759 36	21,592 55	19,424 14	17,808 46	17,969 23	17,677 51
19,021 93	17,683 59	20,933 75	17,413 47	18,725 95	16,948 82	13,164 00	573 80
22,958 79	20,399 33	22,922 82	22,935 65	18,553 57	14,698 68	8,620 61	7.279 85
38,775 00	29,900 83	30,453 57	37,193 62	32,728 78	43,501 36	42,835 78	42,253 67
...	...	...	...	...	...	...	...
...	...	...	...	...	133,505 60	...	...
...	...	...	...	...	...	...	...
56,164 71	47,228 03	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	5,985 42	6,312 93	...	...	...	...
...	...	...	...	7,740 25	1,842 47	2,752 67	7,012 70
...	...	...	...	...	...	244 75	1,888 71
...	...	...	...	...	200 00	80 00	1,025 00
...	...	...	...	...	...	...	1,690 12
...	...	...	...	...	...	...	520 85
...	...	...	...	...	...	...	...
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...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
927 241 61	1,129,901 14	980,120 59	917,557 31	883,250 85	1,023,801 34	807,417 53	885.410 11

STATEMENT of expenditure by the Marine Department

—	1892.	1893.	1894.	1895.	1896.	1897.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of lights—						
Above Montreal	87,033 61	87,598 15	78,090 69	82,541 16	82,256 28	80,961 06
Montreal District	....	....	....	....	....	....
Below Quebec	116,531 27	120,404 19	124,348 80	124,763 81	124,143 66	126,186 00
Nova Scotia	148,815 26	150,445 26	137,339 73	140,977 53	123,234 65	124,671 19
New Brunswick	66,886 69	71,079 46	59,917 96	69,654 46	63,018 64	56,871 02
Prince Edward Island	17,069 98	16,819 64	15,569 39	17,976 67	17,988 15	16,429 23
British Columbia	26,858 68	24,413 27	27,240 77	21,734 18	24,770 44	25,679 52
General account	....	....	....	....	....	....
Construction—						
Above Montreal	21,704 05	8,766 62	12,581 15	2,699 40	11,993 84	9,527 94
Quebec	809 27	10,097 18	4,743 13	3,004 14	3,300 30	296 26
Nova Scotia	1,965 16	4,381 24	3,104 77	4,737 03	1,842 94	61 71
New Brunswick	1,845 35	1,271 15	115 45	1,597 80	200 00	1 60
Prince Edward	1 56	2,958 61	1,604 00	....	....	452 90
British Columbia	9,478 81	....	6,356 43	180 83	225 50	569 99
Lake St. Peter	....	....	....	....	....	....
New Dredge	....	....	....	....	....	....
Dominion Steamers—						
Quebec Nova Scotia New Brunswick Prince Edward Island British Columbia	145,899 61	163,097 46	178,183 97	169,661 64	145,315 28	136,940 11
Naval Schools	....	....	....	....	....	....
Examinations of masters and mates	6,363 88	4,116 99	3,745 33	2,757 29	4,062 82	3,536 29
Hudson's Bay expedition	....	....	....	....	....	19,091 32
Investigation into wrecks	603 21	643 49	850 81	351 15	483 98	565 25
Lighthouse depot, Georgian Bay	....	....	....	....	....	....
Marine Hospitals	34,106 83	35,757 07	38,403 94	38,589 05	36,682 96	37,984 71
Meteorological service	67,138 06	64,165 60	66,440 96	64,588 34	66,600 29	67,397 71
Registration of Canadian shipping	462 59	1,476 19	394 00	207 40	517 60	531 55
Removal of obstructions	2,878 68	1,554 53	202 02	2,217 36	456 38	631 86
Rewards for saving life	6,398 93	7,432 64	8,014 67	6,591 34	8,004 38	5,955 19
Signal service	5,014 42	5,040 58	4,668 93	5,311 54	5,338 76	5,986 12
Steamboat inspection	22,736 59	24,386 95	25,961 36	26,385 88	26,321 27	26,837 83
Hydrographic surveys	16,451 10	17,542 11	31,461 76	12,653 28	15,099 63	12,352 99
Ship channel	6,161 60	5,436 23	....	....	....	....
Civil Government	43,195 31	56,477 23	54,988 88	71,373 82	....	74,801 37
Repairs to wharfs	....	84 90	1,007 67	824 38	2,644 69	1,795 56
Purchase of steamer *Minto*	....	....	....	....	....	....
Winter mail service, P.E.I.	3,309 44	4,376 96	6,497 03	6,138 18	7,779 69	21,931 05
Tidal observations	711 59	5,099 17	10,172 61	11,507 24	9,627 45	13,166 20
Gratuities	....	....	3,261 32	....	....	....
Survey, Burrard Inlet	2,580 45	....	....	....	....	....
Export cattle trade	1,411 57	1,711 73	1,350 83	2,268 74	2,887 24	....
Survey, Bay of Quinté	....	2,085 45	....	....	....	....
Relief of distressed Canadians	....	....	....	7 30	....	....
Parliamentary returns	....	....	....	....	291 08	....
Investigation effect Chicago grain canal	....	....	....	....	2,500 00	....
John MacDonald	....	....	....	....	200 00	....
Unforeseen expenses	....	....	....	....	....	....
Marine biological station	....	....	....	....	....	....
New life-saving station, Long Point	....	....	....	....	....	....
Salaries, temporary clerks	....	....	....	....	....	....
Steamer to replace *Bayfield*	....	....	....	....	....	....
Observatory, Sulphur Mtn.	....	....	....	....	....	....
Charles Morrison	....	....	....	....	....	....
Montreal Pilotage Commissioners	....	....	....	....	....	....
Montreal wireless telegraphy	....	....	....	....	....	....

from confederation to March 31, 1909—*Continued.*

1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
87,841 22	92,751 23	82,810 92	93,708 16	92,195 52	117,896 37	154,194 26	244,960 38
....	136,134 79	122,112 42	132,147 88	154,839 06	148,302 34	170,554 10	273,865 74
116,279 88	....	....	....	....	....	....	....
126,386 00	65,072 35	122,414 86	142,359 01	149,572 14	142,725 69	164,339 92	204,157 27
67,369 98	128,674 15	52,491 93	65,247 80	69,133 51	73,410 65	79,464 50	121,289 44
18,112 93	20,569 81	42,878 40	28,031 85	24,223 73	25,575 33	25,603 09	36,760 32
26,862 03	29,530 20	33,545 95	31,938 25	35,119 03	35,758 43	39,068 34	55,976 59
....	....	....	....	46 75	....	....	....
6,867 69	3,729 62	7,094 64	12,499 99	158,714 09	399,487 73	540,675 07	1,447,202 77
3,649 90	37,838 80	40,319 03	17,060 13				
4,067 99	3,123 16	4,884 22	12,832 69				
1,423 34	91 49	....	266 34				
1,409 60	616 96	5,586 91	922 00				
6,414 19	19,305 60	....	4,160 74				
....	....	....	660 03	....	....	....	93,938 90
....	....	....	....	....	....	....	10,745 36
117,644 39	145,270 75	180,430 65	195,484 75	452,526 92	369,813 97	306,171 01	475,907 20
....	....	....	....	....	....	6,106 54	3,123 24
3,335 40	3,568 26	3,750 69	3,730 25	3,305 59	4,968 36	7,761 17	5,884 74
27,050 66	....	....	....	....	....	178,638 94	236,469 00
312 77	982 17	773 06	1,022 65	1,824 55	1,367 45	3,570 28	5,111 34
....	....	....	....	....	....	....	12,000 00
38,162 56	37,353 29	37,743 30	36,008 75	51,827 13	48,750 15	50,301 78	51,731 56
64,135 71	73,148 05	76,692 42	74,082 76	80,147 46	87,293 00	90,306 99	98,820 21
818 33	966 48	266 43	546 62	607 23	417 25	1,203 56	1,215 14
704 17	745 49	252 19	1,000 00	1,325 25	682 98	752 60	9,521 68
5,081 40	7,049 09	7,007 97	8,519 92	8,278 55	9,306 25	11,763 12	9,592 91
4,993 88	6,067 90	5,906 83	8,950 17	6,452 56	6,863 75	7,740 01	8,755 44
26,342 29	28,035 49	72,965 72	29,247 59	27,493 80	30,172 09	33,723 12	50,187 75
15,306 66	13,664 97	12,600 98	16,170 20	25,488 64	35,243 97	41,366 95	103,926 98
....	....	....	....	....	....	....	511,171 41
74,644 05	72,833 97	63,331 61	68,776 95	70,246 32	84,442 53	91,985 07	102,735 31
1,618 97	....	697 87	1,261 06	2,824 28	1,721 91	1,300 89	1,590 61
....	144,365 29	41,951 88	....	....	....	....	....
9,575 31	8,439 70	1,503 70	2,093 93	8,835 86	6,211 28	8,912 57	10,984 74
3,081 45	5,186 35	4,372 18	7,060 20	8,925 33	14,520 00	21,871 71	23,802 24
....	....	....	....	136 85	1,050 00	1,210 00	2,340 00
....	....	....	....	....	....	....	....
2,499 80	2,737 85	2,762 24	2,746 84	3,321 23	3,026 25	3,504 43	3,300 35
....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....
....	....	....	133 32	....	95 10	....	269 20
....	....	....	1,659 14	....	....	....	....
....	....	....	....	....	....	....	....
....	....	3,452 21	2,630 62	3,490 29	4,822 78	3,977 63	2,953 19
....	5,709 10	739 61	1,990 58	1,998 85	2,000 00	2,996 54	2,001 69
....	....	....	....	1,780 52	....	....	....
....	....	....	....	2,967 35	6,945 96	11,448 10	15,881 35
....	....	....	....	50,000 00	....	....	....
....	....	....	....	55 00	3,167 62	....	....
....	....	....	....	223 00	....	....	....
....	....	....	....	3,691 69	....	....	....
....	....	....	....	....	1,745 23	2,050 00	10,776 51

STATEMENT of expenditure by the Marine Department

—	1892.	1893.	1894.	1895.	1896.	1897.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Purchase land for wharf at Halifax, N.S.	.....	.....	.....	.....	.....	.....
Purchase land for wharf at Charlottetown, P.E.I.	.....	.....	.....	.....	.....	.....
Schools for navigation	.....	.....	.....	.....	.....	.....
Naval Militia	.....	.....	.....	.....	.....	.....
Cattle inspection	.....	.....	.....	.....	.....	.....
Wrecking plant	.....	.....	.....	.....	.....	.....
Ice breaking steamers	.....	.....	.....	.....	.....	.....
S. Shaw	.....	.....	.....	.....	.....	.....
Salaries, light keepers	.....	.....	.....	.....	.....	.....
Agencies, rents, &c	.....	.....	.....	.....	.....	.....
Maintenance and repairs	.....	.....	.....	.....	.....	.....
Repairs to lightships	.....	.....	.....	.....	.....	.....
Construction and apparatus	.....	.....	.....	.....	.....	.....
	861,426 86	898,720 03	905,654 34	895,828 28	793,634 49	867.772 90

from confederation to March 31, 1909—*Continued.*

1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
....	....	....	....	....	3,528 25	18,847 31	40,785 10
....	....	....	....	....	....	15,119 11	....
....	....	....	....	....	....	13,000 00	....
....	....	....	....	....	....	5,036 29	....
....	....	....	....	....	....	9,135 87	....
....	....	....	....	....	....	3,335 52	....
....	....	....	....	....	....	25,000 00	....
....	....	....	....	....	....	164,414 93	....
....	....	....	....	....	....	39 33	....
....	....	....	....	....	....	242,403 64	....
....	....	....	....	....	....	29,739 50	....
....	....	....	....	....	....	531,920 43	....
....	....	....	....	....	....	23,560 00	....
....	....	....	....	....	....	1,605,778 59	....
856,192 50	1,102,601 90	982,561 97	1,029,925 32	1,501,618 88	1,671,494 77	2,150,940 31	4,747,722 81

STATEMENT of expenditure by Marine Department from confederation to March 31, 1909—*Continued.*

—	1906.
	$ cts.
Dominion steamers—	
Quebec	587,885 89
Nova Scotia	
New Brunswick	
Prince Edward Island	
British Columbia	
Examination of masters and mates	7,068 15
Hudson's Bay expedition	132,707 52
Investigation into wrecks	7,476 07
Marine hospital	50,120 42
Meteorological service	99,719 52
Registration of Canadian shipping	1,800 00
Removal of obstructions	4,967 15
Rewards for saving life	11,991 43
Signal service	8,194 39
Steamboat inspection	37,590 22
Hydrographic surveys	120,359 68
Ship channel	587,957 51
Repairs to wharfs	2,960 47
Winter mail service, Prince Edward Island	16,680 58
Tidal observations	28,047 77
Unforeseen expenses	3,765 17
Marine biological station	2,914 03
Salaries, temporary clerks	19,947 01
Purchase land for wharf at Halifax, N.S	88,032 87
Schools for navigation	5,036 29
Naval militia	9,135 87
Cattle inspection	3,335 52
Wrecking plant	25,000 00
Ice-breaking steamers	161,414 93
S. Shaw	39 23
Salaries, lightkeepers	242,403 64
Agencies, rents, &c	29,739 50
Maintenance and repairs	531,920 43
Repairs to lightships	33,560 00
Construction and apparatus	1,605,778 59
Submarine signal apparatus	50,547 60
Administration of pilotage	12,066 42
Parry Sound Buoy Depot	11,711 17
Compensation *re* explosion of gas buoys	38,686 49
Water system, Partridge Island	2,957 37
Observatory, Toronto	2,872 96
" Montreal	500 00
Hydrographic steamer, *Atlantic coast*	45,500 00
" " *Pacific coast*	370 01
New dredge No. 15	150,001 32
" *Galveston*	159,847 89
Shipwrecked and distressed seamen	598 81
Parliamentary returns	485 11
Gratuities	616 66
Civil Government, salaries	88.453 31
" " contingencies	19,506 45
	5,066,252 66

STATEMENT of expenditure by Marine Department from confederation to March 31, 1909—*Continued.*

Service.	Amount.	Total. 1907.
	$ cts.	$ cts.
Ocean and river—		
Dominion steamers	447,139 03	
Examination of masters and mates	5,934 16	
Rewards for saving life—life-boats, &c	9,025 89	
Investigations into wrecks	8,662 16	
Schools for navigation	4,891 69	
Registration of Canadian shipping	1,506 53	
Removal of obstructions in navigable waters	7,377 20	
Tidal service	19,214 79	
Marine biological stations	11,998 01	
Cattle inspection	1,537 04	
Wrecking plant	2,743 80	
Wrecking plant	15,000 00	
Hudson's Bay expedition	33,871 95	
" " patrol boat	29,977 91	
Ice-breaking steamer *Lady Grey*	66,293 51	
Quebec Coal Company's claim	1,000 00	
Arresting two sailors of the *Hector*	148 75	
H. M. Stewart, clothing destroyed by fire	171 00	
Unforeseen expenses	3,213 62	
		669,717 04
Lighthouse and coast—		
Salaries and allowances of lightkeepers	197,235 03	
Agencies, rents and contingencies	22,076 58	
Maintenance and repairs to lighthouses	499,597 86	
Contruction of lighthouses and apparatus	1,159,906 40	
Breaking ice in Thunder Bay	21,303 85	
Signal service	6,859 68	
Marconi stations	53,532 19	
Pilotage	21,490 73	
Repairs to wharfs	1,747 15	
Salaries, temporary clerks	14,477 16	
Georgian Bay and Parry Sound buoys	4,500 43	
		2,002,727 06
Scientific institutions and hydrographic surveys—		
Observatory, Toronto	2.313 67	
" Kingston	375 00	
" Montreal	375 00	
Meteorological service	75,163 20	
Hydrographic surveys	84,435 32	
		161,662 19
Dredge No 15		150,000 00
Cap à la Roche		1,347 87
Galveston		50,089 77
Ship channel		419,398 19
Compensation to L. O'Brien		2,200 00
Marine hospitals	37,362 11	
Shipwrecked and distressed seamen	793 56	
		38,156 67
Steamboat inspection		32,459 55
Returns for Parliament	634 36	
K. Falconer, reorganizing system of bookkeeping	25,000 00	
		25,634 36
Civil Government, salaries	68,995 81	
" " contingencies	14,182 31	
		83,178 12
Total, Marine Branch		3,637,569 82
" Fisheries Branch		534,669 90
Fishing bounty		159,015 75
		4,331,255 47

STATEMENT of expenditure by Marine Department from confederation to March 31, 1909—*Continued.*

	Amount.	Total, 1908.
Ocean and River Service—		
Dominion steamers and ice-breakers	$669,428 59	
Examination of masters and mates	11,508 31	
Rewards for saving life	31,642 41	
Investigations into wrecks	6,543 08	
Schools of navigation	7,378 07	
Registration of shipping	1,982 70	
Removal of obstructions	26,009 59	
Tidal service	30,977 40	
Winter mail service	11,019 79	
Cattle inspection	3,503 90	
Wrecking plants	30,000 00	
Unforeseen expenses	1,301 61	
Naval militia	9,078 17	
Patrolling waters in northern portion of Canada	34,706 49	
New ice-breaking steamer	5,974 61	
Returns to Parliament		
		$881,054 56
Public Works—Chargeable to Capital—		
Ship channel	$761,916 84	
Permanent piers in Lake St. Peter, &c	116,063 87	
Dredging, Cap à la Roche	75,000 00	
Dredge, *Beaujeu*	100,000 00	
Spur line, Sorel shipyard	8,815 05	
Montreal and Quebec Signal Service	12,232 15	
		$1,074,027 91
Lighthouse and Coast Service—		
Agencies, rents and contingencies	$ 29,359 26	
Salaries and allowance to lightkeepers	285,050 14	
Maintenance and repairs to lighthouses	689,319 86	
Parry Sound buoy depot	41,983 93	
Construction of lighthouses, &c	715,572 91	
Construction of apparatus	801,626 83	
Wireless stations	114,986 60	
Signal service	9,350 28	
Administration of pilotage	31,087 22	
Maintenance and repairs to wharfs, &c	1,456 86	
Maintenance and upkeep of dock yards	30,656 22	
Breaking ice, Lake Superior, &c	37,053 32	
Salaries of temporary clerks, &c	16,728 99	
Telephone reporting stations below Montreal	7,820 68	
Steamer for the Great Lakes		
Service of expert accountants	13,066 34	
Charter of steamer, Lime Kiln Crossing	6,650 00	
Keeping lights on 'Castle' and 'Arminia'	3,680 00	
		$2,835,459 44
Scientific Institutions and Hydrographic Surveys—		
Meteorological service	$122,572 86	
Magnetic observatory	2,918 20	
Montreal observatory	500 00	
Kingston observatory	500 00	
Hydrographic surveys	115,631 31	
Hydrographic survey steamer for B.C	107,250 00	
		$349,373 37
Marine hospital	$ 59,957 92	
Shipwrecked and distressed seamen	342 25	
Marine hospital at Yarmouth, N.S	7,285 00	
		67,585 17
Steamboat inspection	$ 42,210 43	
Fisheries		800,081 73
Civil Government Salaries, Marine and Fisheries	103,916 53	
Contingencies of Marine and Fisheries	21,146 77	
		125,063 30
Total expenditure Marine and Fisheries		$6,174,855 91
Fishing bounty		156,114 50

Expenditure for 1908-9 is Appendix No. 5 in this report to be added to statement of expenditure since confederation.

APPENDIX No. 8.

HYDROGRAPHIC SURVEY.

July 26, 1910.

The Deputy Minister,
Department of Marine and Fisheries,
Ottawa.

SIR,—I beg to respectfully present the following report upon the work of the Hydrographic Survey during the season 1909-10.

The staff, as last year, was divided into five parties, as follows:—

I. One on the Great Lakes;
II. One on the lower St. Lawrence;
III. One on the Pacific coast;
IV. One in Nova Scotia; and
V. One on Lake of Two Mountains.

First: The party on the Great Lakes was in charge of Captain F. Anderson, who had for assistants, Messrs. Bachand, Fraser and Lighthall, and used the twin-screw steamer *Bayfield*.

During the winter of 1909 the Honourable the Minister desired to discontinue work on Lake Superior for the present, and to undertake the resurvey of the Canadian shore of Lake Ontario. For this reason Captain Anderson and party took up their headquarters at Brighton, Ont., working along the south shore of Prince Edward county from False Ducks to Presqu'ile.

The steamer *Bayfield* with full party on board left her winter quarters at Owen Sound on May 7. Advantage was taken of her trip to make much needed resurveys of Goderich and Rondeau harbours, and Ports Stanley, Burwell and Colborne, new charts of which are now in the printer's hands and will be issued this season.

The resurvey of Goderich harbour showed that there were some unknown lumps inside the new outer breakwater, and no doubt it was upon these that one or two vessels grounded during the low water of the previous autumn. The whole area between the piers and the outer breakwater was carefully swept, and no dangers beyond those marked on the new plan could be found.

A re-examination of the shoal discovered, in the summer of 1908, off the Pere Marquette car ferry dock at Sarnia, was made by sweeping, and no depth less than 21 feet could be found.

In the Detroit river near Windsor, a little below the lowest car ferry dock, a boulder spit was found to extend 400 feet off shore, with depths on it ranging from 15 to 18 feet at least water. During the previous autumn the freight vessel *John Mitchell* struck on this reef and did herself some damage.

The resurvey of Rondeau harbour, Port Stanley, Port Burwell and Port Colborne did not disclose any very serious changes, except at Port Burwell where the sandy shore silts into the dredged channel.

On June 10, the party arrived at Brighton, and took up the resurvey of Lake Ontario.

The work in any district may be divided into four parts:—

I. Triangulation;
II. Traversing of shore line;

III. Boat sounding in the shallow water in which it is not safe to manœuvre the ship; and

IV. Ship sounding in the deeper water as far off shore as objects can be picked up.

Of these divisions, the triangulation must necessarily be taken up first and completed. Most of it along the south shore of Prince Edward county was done by what is termed a 'water triangulation,' or using the ship moored off shore in convenient positions for the apices of the triangles.

The traversing of the whole shore from Presqu'ile to South Bay point was completed.

The sounding of the shallow water was undertaken with boats, and the portion between Presqu'ile and Point Peter completed, and suspicious casts closely examined.

During the clear windy weather, when it is impossible to lower the boats, advantage is taken of the occasion to sound the deeper water from the ship's deck to make certain that no dangers exist beyond the known fringe of shallow water.

Owing to the fact that the south side of Prince Edward county is very often a lea shore, the boat sounding was very seriously interfered with, and it often happened that this same prevailing wind brought in smoke or a thick, heavy summer haze. Both of these circumstances militated against a very good showing, and considerable of the work undertaken last season was uncompleted. However, the party succeeded in traversing 72 miles of shore line; sounded 566 miles in boats and 460 miles from the ship over an area of 213 square miles.

When working in the vicinity of South Bay point, Captain Anderson was instructed to make an examination of some foul ground to the eastward of the False Ducks, and this showed that there was considerably less water on William and Harris shoals than is shown on the United States Lake Survey charts. This, taken in conjunction with several other suspicious casts that have been found in the approach to Kingston, makes it necessary to have a resurvey of that water made at an early date.

On November 3, the weather being no longer suitable for economical work on the lake, the steamer was laid up at the lighthouse depot at Prescott, and the crew discharged. I am pleased to be able to report that the steamer has been well looked after, and considering her age is in excellent condition.

Lower St. Lawrence or Atlantic Coast Survey.—Lieutenant I. B. Miles, R.N., assisted by Messrs. C. Savary, G. C. Venn and H. Ortiz, on board *La Canadienne,* has been engaged as in former years in the survey of the lower St. Lawrence. The work during the past season was carried on in the river opposite Bic and Green islands.

Very good progress was made with the work, although greatly hampered by strong winds, haze and smoke.

During the season the party traversed 70 miles of shore line; sounded 800 miles in small boats and launches, and 950 miles from the steamer, over an area of 217 square miles.

I am happy to say that no really dangerous ground was discovered in the area examined, but the survey has made a much better determination of the shallow anchorages banks and previously known dangers.

Upon Captain Miles' arrival at Quebec, he was instructed to proceed to Matane and examine the ground there for a danger which the *Empress of Ireland* was reported to have struck.

A very careful examination was made over quite a large area in the neighbourhood of the position given for the grounding, and this showed that there was no shoal upon which she could have struck except the Roix shoal, shown upon the latest editions of chart No. 307 but not upon the chart used by the *Empress of Ireland.*

Captain Miles also noticed some slight inaccuracies in the chart, all of which shows that the survey of that and other portions of the river cannot be undertaken any too soon.

He reports that whilst at work on the shoal two large ocean steamers passed between him and the shore, and considered that these vessels were not being navigated with all possible care, as the shoal is unbuoyed and uncharted on the older editions of the chart.

It has been found that *La Canadienne* was unable to steam directly across the river during spring tides, and on this account a good deal of time was lost. Upon the matter being brought to the attention of the minister, he was good enough to ask parliament for an appropriation for a more suitable vessel, and in July, 1909, a contract was entered into with Swan Hunter and Wigham Richardson, of Wallsend-on-Tyne, England, for the construction of a vessel from designs prepared in this office by Mr. R. L. Newman, of Victoria, B.C. I am happy to say that such good progress has been made with the construction, that the vessel will be available for service in 1910.

On November 2, *La Canadienne* returned to Quebec, and the crew was discharged.

Pacific Coast Branch.—This branch of the survey was in charge of Captain P. C. Musgrave, who had for assistants Messrs. H. D. Parizeau, F. P. V. Cowley and L. R. Davies. The work was performed on board the steamer *Lillooet*, the party leaving Esquimalt on March 24.

The first work undertaken was a resurvey of Boat harbour, on the east coast of Vancouver island, where new coal chutes were being erected. The work showed that an uncharted shoal existed in the approach, and this was afterwards buoyed by the agent of the department.

A new photolithographed chart, embodying the information gathered in this survey, has been issued to the public.

The work in this harbour was completed on April 7, and the party left to resume its station in the vicinity of Prince Rupert, B.C., where the *Lillooet* arrived on the 14th.

Work was taken up in the vicinity of Lucy and Rachel islands to fill up small gaps that were overlooked in the previous season. Whilst examining Alexandra patch (a shoal lying between the above-mentioned islands) a new rock, with least water of 11 feet on it, was discovered. Previous to the survey it was generally supposed that not less than 10 fathoms existed here, so that such discoveries show the absolute necessity of very careful examinations of all suspicious casts and inequalities of the bottom.

The party here was divided in two, the smaller being placed in camp at Claxton under Mr. Parizeau, assisted by Mr. Cowley. These officers were detailed to survey Telegraph passage, part of the entrance to Skeena river, and Arthur passage lying to the westward of Kennedy island. I am pleased to report that the work in the former two channels was completed and the triangulation of Arthur passage sufficiently advanced to make ready for sounding during the coming season.

Captain Musgrave with the steamer undertook the sounding of a large area lying between the northeast point of Queen Charlotte islands and the southeast extreme of Prince of Wales island in the easterly approach to Dixon entrance. This area was unavoidably left unsurveyed by Captain Parry of H.M.S. *Egeria* in the season of 1908, and this survey was asked to complete it. I have to report that although no dangerous water was discovered the work proved very difficult because all of the land objects were at great distances, and the only points visible were mountain peaks that were too often hidden in the clouds, causing much inconvenience and loss of time.

Toward the latter end of the autumn a preliminary examination was made of the channel joining Masset inlet with Dixon entrance, and it was found that although the currents were very strong, there was plenty of water to proceed to the inlet.

On the morning of August 26, 1909, the steamer *Ohio*, en route from Seattle to Valdez, Alaska, struck an uncharted rock off Steep point in Heikish narrows. Captain

Musgrave was instructed to stop at this place on his way to Victoria and make an examination. He reported that upon examination he found the old chart quite inaccurate, and that the danger was 350 feet from Sarah island, so that if the *Ohio* had not been hugging the shore too closely she would have passed clear.

The party reached Victoria on November 8. The crew was immediately paid off, and the ship placed in winter quarters.

During the season this party succeeded in traversing 42 miles of shore line, sounded 350 miles in the boats and 380 miles from the ship, and covered an area of 270 square miles.

I regret to say that the weather in the vicinity of Prince Rupert and Queen Charlotte islands is anything but favourable for economical surveying, as the parties are not able to work on an average of more than two days per week on account of wind, rain and fog.

The Nova Scotia Party.—This party, living ashore, was placed in charge of Mr. Charles McGreevy, assisted by Messrs. Jobin and Jodoin.

The first work undertaken was the completion of the survey of Cumberland basin, started in the season of 1909. For this purpose a launch was used, and the work completed on July 20.

At the request of various interested parties, the minister ordered this party to be placed in Tatamagouche bay to make a careful examination of the shores with the view of selecting the best locality for wharfs and piers. This work was completed before the end of the season, and the party returned to Ottawa on November 11.

This party traversed 32 miles of shore line and sounded 250 miles over an area of 11 square miles. The small area in this case is accounted for by the fact that the sounding was of a much closer nature than is usual in hydrographic surveys.

Lake of Two Mountains Survey.—This party, under Mr. A. J. Pinet, assisted by Messrs. St. Pierre and Ghysens, left winter quarters in Montreal on May 15, and spent the whole season on the lake, but were not quite able to complete it.

They succeeded in traversing 25 miles of shore line, and sounding 1,260 miles, over an area of 28 square miles.

It is hoped that early in the season of 1910 that this lake will be completed, and the chart issued for use at the opening of navigation in 1911.

During the past fiscal year the following charts were issued to the public:—

No. 99. 'Key Harbour,' Georgian bay.
201. 'White Island to Orignaux Point,' St. Lawrence river.
307. 'Middle Passage, Skeena River,' Pacific coast.
308. 'Boat Harbour,' Pacific coast.
301. 'Prince Rupert Harbour,' Pacific coast.
50. 'Lake St. Louis,' St. Lawrence river.
19. 'St. Antoine to St. Augustin,' St. Lawrence river.
20. 'St. Nicholas to Quebec Bridge,' St. Lawrence river.
22. 'Montreal to Sorel,' St. Lawrence river.
23. 'Sorel to Batiscan,' St. Lawrence river.
24. 'Batiscan to Quebec,' St. Lawrence river.
22A. 'Triangulation sheet of Montreal to Sorel,' St. Lawrence river.
23A. 'Triangulation sheet of Sorel to Batiscan,' St. Lawrence river.
24A. 'Triangulation sheet of Batiscan to Quebec,' St. Lawrence river.

In addition to these, second and revised editions were also issued of the following:—

No. 7A. 'Berthierville to Lake St. Peter,' St. Lawrence river
10. 'Foot of Lake St. Peter,' St. Lawrence river.
12. 'Becancour to Champlain,' St. Lawrence river.

13. 'Champlain to Pt. Citrouille,' St. Lawrence river.
14. 'Batiscan to Cap Levrard, St. Lawrence river.
1. 'Montreal Harbour,' St. Lawrence river.

During the year Captain Boulton, R.N., was engaged in the preparation of a set of sailing directions for the St. Lawrence river from Quebec to Kingston. This was placed in the printer's hands, and it is hoped that the book will be issued to the public before the opening of navigation of 1911.

Sailing directions of the St. Lawrence river from Razade island to Orignaux point have also been prepared, and have been put in the printer's hands.

During the past season the personnel of the staff of the survey was changed by the resignations of Messrs. A. Amos, R. Bickerdike, W. R. McGee and A. E. Humphrey; and the appointment of Messrs. G. L. Crichton, E. Ghysens and A. Lighthall.

I am, sir, your obedient servant,

WM. J. STEWART,
Hydrographer.

APPENDIX No. 9.

NAVAL BRANCH.

OTTAWA, April 1, 1910.

G. J. DESBARATS,
Deputy Minister, Marine and Fisheries.

SIR,—I have the honour to make the following report with regard to the Naval Department, to March 31, 1910.

1. The question of the formation of colonial navies resulted in an Imperial conference being held in London in July and August, 1909, Canada being represented by the Hon. Sir F. Borden, K.C.M.G., Minister of Militia and Defence, and the Hon. L. P. Brodeur, Minister of Marine and Fisheries. Major General Sir P. H. N. Lake, K.C.M.G., C.B., and Rear Admiral C. E. Kingsmill, accompanied the Canadian representatives as technical advisers.

2. The opinion of the conference was that, whilst it was desirable to form a fleet unit, consisting of one cruiser of the *Indomitable* type, three second-class cruisers of the *Bristol* type, six destroyers of the River class, and three submarines of the 'C' class, still Canada's double seaboard rendered the provision of a fleet unit of the same kind unsuitable for the present. It was proposed that Canada should make a start with cruisers of the *Bristol* type and destroyers of an improved River class—a part to be stationed on the Atlantic seaboard and a part on the Pacific.

3. These views met with the approval of the government, and it was decided to establish a Canadian navy, and the loan was obtained from the Admiralty of three officers to assist in the preparation of the preliminary details in connection with the organization of the Canadian navy. These officers were: Commander J. D. D. Stewart, Lieutenant (G) R. M. T. Stephens, and Staff Paymaster P. J. Ling. These officers arrived in Ottawa in October, 1909.

4. On January 12, 1910, the Hon. L. P. Brodeur being prevented by illness, the Premier introduced a Bill in the House of Commons intituled, 'An Act Respecting the Naval Service of Canada;' this Bill provided for the establishment of a Canadian navy. On March 31 this Bill was still before the House.

5. In the meantime negotiations were in progress with the Admiralty for the purchase of two cruisers, the *Niobe* and *Rainbow*, to be stationed as training ships on the Pacific and Atlantic coasts respectively.

The *Niobe* is a first-class cruiser of 11,000 tons. Length, 435 feet; beam, 69 feet; draught of water, 26 feet. Completed in 1899 at a cost of £550,000. Armament, 16 6-inch, 14 12-pounder, 5 3-pounder, and 2 machine guns. Speed, 20 knots. Complement, 705.

The *Rainbow*, a second-class cruiser, of 3,600 tons. Length, 300 feet; beam, 43 feet; draught of water, 17½ feet. Completed in 1891 at a cost of £184,000. Armament, 2, 6-inch, 6, 4·1-inch, 8, 6-pounder, 1, 3-pounder, and 4 machine guns. Speed, 19·7 knots. Complement, 273.

The Admiralty agreed to sell these vessels, the *Niobe* for £215,000 and the *Rainbow* for £50,000. The question of the purchase was deferred until the Bill was passed and the purchase of the vessels ratified by parliament. This matter had not been decided by March 31, the Bill being still before the House.

I have the honour to be, sir,
Your obedient servant,

C. E. KINGSMILL,
Rear Admiral.

APPENDIX No. 10.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION.

CHAIRMAN'S OFFICE. OTTAWA, June, 1910.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the annual report of the Steamboat Inspection service for the fiscal year ending March 31, 1910.

It contains the work of the service during the time stated, giving the names and number of steamboats inspected in the several divisions and their gross tonnage, with the amount of dues collected from steamers employed in the carriage of passengers between Canadian ports but registered elsewhere than in Canada, and the amount of fees received for engineer examinations, with the names of the candidates and their grades of certificates.

In addition to the steamboats inspected, the ships' tackle and hoisting gear used for the loading and unloading of vessels in the ports of Halifax, St. John and Montreal were also inspected.

Number of steam vessels reported as known by the inspectors of steamboats in the Dominion for the year ending March 31, 1910; also the number of steamers inspected but not registered in the Dominion for same date:—

Division.	Number of Dominion registered steamers.	Gross tonnage of Dominion registered steamers.	Number of steamers inspected but not registered in the Dominion.	Gross tonnage of steamers inspected but not registered in the Dominion.
Toronto	378	122,526	51	65,059
Collingwood	151	46,458	20	32,011
Kingston	170	35,309	12	1,386
Montreal	209	23,053	5	13,955
Sorel	116	41,327	2	3,615
Quebec	109	18,876	10	17,027
Nova Scotia	166	38,565	15	36,874
New Brunswick and P. E. Island	156	21,573	13	20,385
Vancouver and Yukon	187	23,971	10	14,990
Victoria, B. C	155	53,617	21	31,841
Manitoba and Northwest Provinces	181	15,544	3	1,084
Total	1,978	440,819	162	238,227

Number of Dominion registered steamers inspected and their gross tonnage, with amount of fees collected on account of steamboat inspection, during the year ended March 31, 1910:—

Division.	Number of Dominion registered steamers inspected.	Gross tonnage of Dominion registered steamers inspected.	Amount of fees collected on account of Steamboat Inspection.
			$ cts.
Toronto	316	121,677	343 84
Collingwood	124	44,088	45 68
Kingston	162	34,369	....
Montreal	180	21,319	....
Sorel	109	38,362	....
Quebec	103	16,106	421 52
Nova Scotia	162	39,783	1,525 36
New Brunswick and P. E. Island	152	25,178	470 08
Vancouver and Yukon	174	23,209	922 00
Victoria, B. C	150	49,166	687 12
Manitoba and Northwest Provinces	114	11,980	....
Engineers' Certificates	....	....	2,054 00
Total	1,746	425,237	6,469 60

BOARD MEETINGS AND APPOINTMENTS OF INSPECTORS.

Owing to the demise of the late J. P. Esdaile, steamboat boiler and machinery inspector for Nova Scotia, a meeting of the Board was convened at Halifax, May 18, 1909, to examine candidates to fill the vacancy. Mr. N. A. Currie, of Yarmouth, N.S., having passed a qualifying examination was recommended for the position, and appointed thereto by order in council of June 21, 1909, his duties commencing from June 1.

On account of age, Mr. Joseph Samson, inspector of steamboat boilers and machinery for Quebec, was placed on the retired list. A Board meeting was convened at Ottawa, February 15, 1910, to examine Mr. Joseph Fontaine, of Lévis, to fill the vacancy. He passed a satisfactory examination, and was appointed to the position by order in council of March 1, 1910.

PROSECUTIONS AND PENALTIES ENFORCED FOR VIOLATION OF PART VII OF THE CANADA SHIPPING ACT, STEAMBOAT INSPECTION.

On August 3, 1909, the department was informed that the steamer *Otonabee*, of Peterborough, which was carrying an excursion, was overloaded, having more passengers on board than that permitted by her certificate of inspection. Evidence was submitted when action was taken before the police magistrate at Peterborough to inflict the penalty for so doing. A fine of $100 was imposed, for which a cheque was received by the department, October 14, 1909.

On August 21, the steamer *Argyle*, of Kenora, was reported by the steamboat inspector as being overloaded with passengers, when a prosecution was entered before the police magistrate to collect the penalty for so doing. The owner was fined $150 and costs, and a deposit receipt for same was received by the department, December 27, 1909.

CASUALTIES.

The following are the casualties reported from the several divisions as having occurred during the year ending March 31, 1910:—

Toronto Division.

April 23, 1909.—The Canadian Pacific Railway car ferry *Michigan* collided with the United States steamer *J. P. Walsh* in the Detroit river, near Windsor, Ont., whereby considerable damage was done to her hull and machinery. The necessary repairs were made at Detroit, Mich., to again put the vessel into safe and seaworthy condition.

June 28, 1909.—The steamer *John Hanlan,* of Toronto, while moored to the wharf at Toronto, was run into by the steamer *H. M. Pellatt,* whereby the *John Hanlan's* hull sustained considerable damage, and sank, but was afterwards raised and thoroughly repaired.

August 2, 1909.—SS. *Glenellah,* of Dundee, when leaving Port Colborne harbour, the steering gear became out of order, and the vessel collided with the harbour breakwater, damaging the forward part of the hull. She proceeded to Detroit, where necessary repairs were made.

August 24, 1909.—The SS. *Collingwood,* of Collingwood, collided with the United States steamer '*Geo. L. Craig*' in the Detroit river, near Windsor, Ont., and sank. She was afterwards raised, and put into seaworthy condition, going into commission again November 9.

September 4, 1909.—The car ferry *Ontario,* No. 1, of Montreal, ran ashore near Cobourg, Lake Ontario. She was released next day, and proceeded to dry dock at Kingston, where the hull was examined and repaired.

October 12, 1909.—The tug *Winnanna,* of Midland, was partly destroyed by fire at Tobermoray, but is being repaired at Wiarton, Ont. Cause of fire is unknown.

November 17, 1909.—SS. *Rome,* of Port Arthur, while lying at the wharf at Lime island, Soo river, was totally destroyed by fire. Cause of fire unknown.

November 30, 1909.—Tug *Ottawa,* of Sarnia, was totally destroyed by fire while moored to the wharf at Redcliffe, Wisconsin. The fire started in forward hold from some unknown cause.

December 7, 1909.—The tug *Augusta,* of St. Catharines, was totally destroyed by fire at Port Dalhousie, which occurred at the time the steamer was being laid up for the winter. The cause is unknown, as no person was on board at the time.

Collingwood Division.

July 22, 1909.—The tug *Gilphie,* of Ottawa, was totally destroyed by fire near Lions Head. Cause of fire unknown. No casualties.

September 9, 1909.—The tug *Columbus,* of Sault Ste. Marie, was totally destroyed by fire at the harbour of Gargantua, Lake Superior, at about 2 a.m. Cause of fire supposed to be from the explosion of a lamp. No lives lost.

November 3, 1909.—The steam barge *Reliever,* of Midland, while loading at Methodist Point, Georgian bay, was destroyed by fire, the hull being a total loss.

November 15, 1909.—SS. *Ottawa,* of Ottawa, foundered during a heavy gale on Lake Superior, about 15 miles off Passage island, becoming a total loss, caused by the shifting of her cargo, and the steering gear becoming disabled by the shifting of the deck load. The vessel fell off into the trough of the sea, and listed to such an extent that she was abandoned, and shortly after sank in about 100 fathoms of water. No lives were lost.

Kingston Division.

June 11, 1909.—Steamer *John Randall*, of Kingston, while on a trip from Kingston to Oswego broke the gib of the strap connection to crank pin, and being disabled was towed to Kingston and repaired.

August 31, 1909.—Steamer *Kathleen*, of Lindsay, while lying at Sturgeon Point wharf, was destroyed by fire caused by lightning. No fatalities.

October 14, 1909.—Steamer *Rideau King*, of Kingston, on her trip from Kingston to Smith's Falls, struck Pear island, in Mud lake, breaking several planks and frames on starboard side, whereby she filled with water and sank immediately to the main deck, breaking her steam pipe. She was afterwards raised, brought to Kingston and repaired. There was no person injured.

Montreal Division.

August 14, 1909.—The steamer *Glengarry*, of Montreal, 732 gross tons, while on her way down the Lachine canal, struck a pier and sank in 16 feet of water. She was afterwards raised, put in dock and thoroughly repaired. No casualties.

October 17, 1909.—Steamer *Maggie R. Mitchell*, of St. Catharines, 40 gross tons, while lying in the Soulanges canal, caught fire during the night, burned to the water's edge and sank. She was subsequently removed and the machinery taken out. No casualties.

Quebec Division.

June 11, 1909.—The steamer *Pierreville*, of Sorel, collided with the Norwegian steamer *Kronprinz*, and sank in 30 feet of water, becoming a total loss. No casualties.

June 17, 1909.—SS. *Campana*, of Quebec, 1,697 gross tons, while on a voyage from pictou to Montreal, ran ashore at St. Valier's reef, becoming a total loss. No lives lost.

July 24, 1909.—The steamer *Laprairie*, of Montreal, 600 gross tons, while lying at her wharf was totally destroyed by fire. Cause of fire unknown. No casualties.

August 27, 1909.—Steamer *Prescott*, of Montreal, 1,107 gross tons, was destroyed by fire in Montreal harbour and sank. The cause of the fire unknown. No lives lost.

Nova Scotia Division.

December 9, 1909.—The ferry steamer *Halifax*, 338 gross tons, took fire about 2 a.m. while lying at her dock, and was burned so badly as to be totally unfit for service. Cause of fire supposed to be incendiarism. No fatalities.

February 7, 1910.—SS. *Centreville*, of Digby, 60 gross tons, was wrecked on ledge west of Trout cove, Digby county, Nova Scotia, becoming a total loss. No lives lost.

New Brunswick and Prince Edward Island Division.

Casualty returns 'nil.'

Manitoba and Northwest Provinces Division.

October 13, 1909.—The tug *Jim Puller*, of Port Arthur, 53 gross tons, while on a trip from Sturgeon Bay to Port Arthur, caught fire in after cabin under the main deck. She was immediately headed for the shore and beached, becoming a total loss. Cause of the fire is unknown.

December 9, 1909.—The dredge 'No. 8,' owned by the Great Lakes Dredging Company of Port Arthur, 515 gross tons, while being towed across Thunder bay to Port Arthur, and when out about one hour and a half, suddenly began to take in water and sank in a few minutes, having a crew of eleven men on board, five of whom succeeded in getting on board a scow that was lashed alongside the dredge. The remaining six went down with her and were drowned. Four weeks previous to the accident the dredge had been on the dry dock, and was then caulked and presumably had been put in seaworthy condition.

British Columbia and Yukon Division.

April 21, 1909.—SS. *Amur,* on a voyage to Naas river, stranded on a shoal at Metlakatla harbour, floated off at half flood, returned to Victoria, and had three plates renewed and frames repaired.

April 22, 1909.—SS. *Ramona,* plying on Fraser river, while returning to New Westminster, when near Wharton's Landing ran on a snag, striking her amidships on port side. She eventually sank, becoming a total loss.

April 29, 1909.—SS. *Princess May,* while on a voyage to Skagway the crank pin bolts of starboard engine broke, thereby breaking cylinder cover, bending connecting rod and piston rod, the foot of the connecting rod going through the side of condenser. She returned to Victoria with port engine for repairs. Again on October 22, when going into Prince Rupert she struck a submerged object, carrying away all the starboard propeller blades; the shock cracked the starboard main stop valve; returned to Victoria with one engine and repaired. On December 8, on a voyage from Skagway to Victoria, during a blinding snowstorm stranded on Vancouver island; remained there three hours, then proceeded to Victoria and was taken on dry dock. Damaged nine garboard plates, the fore part of keel plate, and fore foot of stem, which were repaired and the vessel again put in seaworthy condition.

May 27, 1909.—SS. *Coquitlam,* on a voyage from Vancouver to Portland canal, caught fire in paint locker, which gutted saloon and staterooms. Five men were badly burnt in the effort to subdue the flames, three of whom afterwards died.

September 9, 1909.—SS. *Stetson* when on a voyage to Ladysmith stranded on Burial island. She was floated off by Salvage Company. Damage to keel and stern post, with boiler and engines shifted; was placed on marine railway and efficiently repaired.

November 17, 1909.—SS. *Strathcona* on a trip from Chilliwack to New Westminster ran on a snag in Fraser river, opposite Page's Landing, ripping the bottom planking, and eventually sank. Though efforts were made to raise her, she became a total wreck.

I am, sir, your obedient servant,

E. ADAMS,
Chairman Board of Steamboat Inspection.

APPENDIX No. 11.

METEOROLOGICAL SERVICE.

METEOROLOGICAL OFFICE, April 31, 1910.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the thirty-ninth annual report of the Meteorological service, this report being for the fiscal year ended March 31, 1910, with Appendices A and B, reports of St. John and Quebec observatories.

Owing to the large influx into Canada of people from European countries and the United States, the demand for information regarding the climate of the districts in which they desire to settle has increased to enormous proportions, and for this information we are much indebted to the voluntary observers, some of whom most patriotically, without any remuneration, have been forwarding reports to the central office for twenty years or more. The demand also for meteorological data for use in the settlement of legal disputes regarding damage by weather is continually increasing, and for this data we are also largely dependent upon the voluntary observer. The number of these observers is now considerably over 200, most of whom reported during the year.

Other observers are paid according to the importance of the station from a meteorological point of view, and the total number of voluntary and paid stations from which reports are received is 454. The number of persons in receipt of pay during the year was 248, of which 24 are on the permanent staff of the central office; 9 were employed temporarily for various periods at the same office, and 7 are retained permanently at the chief stations, where they devote their whole time to this service. At other stations only a portion of the observer's time is given up to the meteorological work. With very few exceptions, the work undertaken by the various observers has been most carefully performed, showing an interest in their work quite out of proportion to the remuneration allowed them.

CENTRAL OFFICE.

After over a year spent in most cramped temporary quarters with the mechanical department, portions of the library and records detached, and nearly half a mile distant, all were once more brought together early in September, when the new meteorological building was completed. The consensus of opinion is that this building is, architecturally, one of the best in Toronto, and much praise is given to the architect, also to the agent of the Department of Public Works who had charge of its construction. The spacious offices and halls, allowing many improvements, are much appreciated by the staff, and undoubtedly will tend to even greater interest in the work of the service.

A fairly comprehensive report of the system of weather forecasts and storm warnings in connection with the meteorological service was given in last year's report, and the description therein will apply equally well to the past year, during which there has been no break in the work of the service. An important extension of the boundaries within which the forecasts and storm warnings are disseminated has, however, been made by the inclusion of Newfoundland, which colony has since February received meteorological bulletins quite similar to those received in the Canadian provinces. For the purposes of forecasting, Newfoundland is not quite as well situated geographically as are the maritime provinces, inasmuch as a certain percentage of high and low areas approach the island from the territory between Labrador and Hudson bay, while others move northward from the Atlantic, and it is only from barometric changes occurring at Bermuda and Sable island that their approach may be suspected. The Newfoundland Government has, however, established valuable stations at Point au Basques in the extreme west, and at Burin in the south, both of which forward bi-daily reports to Toronto. Other stations in the north are desirable, and it is hoped that a station will shortly be placed near the mouth of Hamilton inlet, to give indication of barometric changes occurring on the Labrador coast.

The barometric stations which were established in the summer of 1908 in the valley of the Mackenzie river are furnishing most valuable observations of atmospheric pressure in the far north, and while as yet the data available is insufficient to allow of definite conclusions as to the cause of the formations of anti-cyclones in high latitudes, it is obvious that important progress has been made towards filling the gap in a region hitherto void of anything beyond scattered and occasional reports.

It is doubtful whether there is any other region of the globe where the distribution of atmospheric pressure has so pronounced an effect on weather conditions as in southern Alberta, and this because a barometric gradient for northerly winds in winter means the transference of air from continental high latitudes across this country, while a westerly gradient means the flow of mild ocean air still further raised in temperature by the Chinook effect.

The observatory on Sulphur mountain, within the boundary of this region, at an altitude of 7,484 feet, and which has now been in existence for ten years, begins to yield a harvest of facts concerning the movements of the upper strata of the atmosphere, which it is now evident will be of very great value in the study of the climate of our western plains. The marked contrast in the character of the vertical temperature gradient as indicated by observation at Sulphur mountain and Calgary in warm seasons and cold seasons is certainly interesting, and cannot fail to be of value in the solution of problems connected with the physics of the atmosphere.

A further extension of the work of the central office is now proposed, and with this end in view the services of a highly trained physicist have been obtained, and investigation of atmospheric currents will shortly be made by kite and sounding balloon, and observations of atmospheric electricity and conductivity and ionization will be carried on concurrently with the study of pressure changes.

INSPECTION.

Many stations were inspected during the year; others again had to remain without the requisite inspection, notably the telegraph reporting stations in the Gulf of St. Lawrence, as well as Belle isle and Sable island, also the northern interior stations in British Columbia. The director visited Quebec, Montreal, and certain other places from Winnipeg to Victoria.

The assistant director adjusted several of the wind-recording stations in the lake region, reopening Pelee island which had been closed, visited numerous stations in the eastern portion of the maritime provinces; was deputed in January to revisit Newfoundland to reorganize certain matters, chiefly the Burin station which had been for some time in abeyance owing to a change of observers; and shortly after his return from Newfoundland proceeded to Bermuda, as the station there had received no inspection for four years, and recently a change of observers had there occurred. Bermuda, a most useful station to our service, is doubly so since we have started the forecasts for Newfoundland. The true force of the wind as recorded on the islands is of the utmost importance to us, and the visit proved the record as then being taken to be practically valueless, the apparatus having been allowed to fall into great disrepair.

Mr. W. D. Allan inspected the telegraph reporting stations in the northern portions of Saskatchewan and Alberta; also stations in the Peace river district, the latter receiving the first inspection. Messrs. H. V. Payne and Frank O'Donnell inspected some few stations in the lake region as the necessity arose.

Between April 1, 1909, and March 31, 1910, 1,895 warnings were issued from Toronto to ports on the great lakes, Gulf of St. Lawrence and maritime provinces, and of these, 92 per cent were verified; 31 warnings to Pacific coast ports were issued from Victoria, and 77·4 per cent of these were verified.

Applications for the establishment of signal stations are being continually received, and during the past year the claims of some twenty ports were advanced and are now being investigated.

With the exception of two or three short periods when the movement of areas of high pressure were quite abnormal, the accuracy of the daily forecasts was fully maintained, and many applications for special predictions were received. These requests are for both long or short periods, and in the case of the Fruit Growers' Association, who have learned how damage by frost may be averted by special forecasts, have requested and will be supplied with forecasts for the Niagara district.

Special predictions are probably more frequent during the winter, when shippers of perishable goods by rail take advantage of mild periods for forwarding, and by the number received during the past year it is evident their usefulness is much appreciated.

During the period of navigation vessel masters are frequent applicants for special information regarding the winds which may be expected, and during the past year a very large number of theses forecasts were issued.

The special warnings of snow and drift to the various railways, whereby they are enabled to place heavy freight trains into sidings, and keep their lines open for passenger trains, also place snow ploughs in readiness, were issued to all railways; and with a very few exceptions the predictions were verified.

NUMBER of predictions and percentage of fulfilment in each district for the year ended March 31, 1910.

Month.	Alberta.					Saskatchewan.					Manitoba.					Lake Superior.					Georgian Bay.				
		Verified.					Verified.					Verified.					Verified.					Verified.			
	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.
1909.																									
April	81	54	16	11	77·7	82	59	17	6	82·3	87	68	13	6	85·6	103	77	19	7	84·0	119	95	23	1	89·5
May	82	64	13	5	86·0	82	59	18	5	81·7	86	62	16	8	81·4	103	81	16	6	86·4	123	105	17	1	92·3
June	78	68	8	2	92·3	78	73	4	1	96·1	81	68	6	7	87·6	115	98	8	9	88·7	119	99	11	9	87·8
July	88	69	18	1	88·6	88	69	18	1	88·6	89	63	21	5	82·6	112	79	21	12	79·9	128	103	23	2	89·4
August	78	63	11	4	87·8	78	58	15	5	84·0	81	63	16	2	87·6	112	85	18	9	83·9	126	98	23	5	86·9
September	78	65	10	3	89·7	78	68	8	2	92·3	83	70	12	1	91·6	116	85	25	6	84·0	127	98	25	4	87·0
October	87	57	17	13	75·3	88	66	12	10	81·8	90	76	9	5	89·4	115	92	18	5	87·8	124	107	15	2	92·3
November	82	60	15	7	82·3	83	68	11	4	88·5	86	69	13	4	87·8	120	86	26	8	82·5	127	94	22	11	82·7
December	83	70	5	8	87·3	83	68	10	5	87·9	85	72	10	3	90·6	118	81	30	7	81·3	130	100	26	4	86·9
1910.																									
January	83	63	15	5	84·9	80	64	13	3	88·1	81	68	9	4	89·5	101	85	11	5	89·6	113	82	19	12	81·0
February	74	62	8	4	89·2	76	64	11	1	91·4	76	64	7	5	88·8	86	66	14	6	84·9	99	74	22	3	85·9
March	82	70	6	6	89·0	84	74	7	3	92·2	79	66	10	3	89·8	98	69	19	10	80·1	118	90	19	9	84·3
Totals	976	765	142	69	85·6	980	790	144	46	87·9	1004	809	142	53	87·6	1299	984	225	90	81·4	1453	1145	245	63	87·2

NUMBER of predictions and percentage of fulfilment in each district, for the year ended March 31, 1910.

Month.	LOWER LAKES.					OTTAWA VALLEY.					UPPER ST. LAWRENCE.					LOWER ST. LAWRENCE.				
	Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.			
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
1909.																				
April	119	97	21	1	90·3	101	82	13	6	87·6	101	81	15	5	87·6	108	71	26	11	77·8
May	123	107	14	2	92·7	102	85	16	1	91·2	102	87	14	1	92·2	96	75	21	0	89·1
June	120	106	10	4	92·5	113	105	3	5	94·2	114	104	4	6	93·0	119	96	10	13	84·9
July	128	101	24	3	88·3	122	97	20	5	87·7	122	101	18	3	90·1	115	83	28	4	84·4
August	127	104	18	5	88·9	122	101	20	1	91·0	122	99	22	1	90·2	124	96	18	10	84·7
September	128	99	26	3	87·5	108	88	16	4	88·9	103	83	16	4	88·3	120	82	30	8	80·8
October	124	105	17	2	91·5	116	100	14	2	92·2	116	106	9	1	95·2	116	87	16	13	81·9
November	127	96	22	9	84·2	119	87	22	10	82·3	117	88	22	7	84·6	119	84	27	8	81·9
December	131	106	19	6	88·2	111	88	19	4	87·8	108	88	18	2	89·8	123	100	15	8	87·4
1910.																				
January	115	95	12	8	87·8	105	83	13	9	85·2	104	87	9	8	88·0	106	83	18	5	86·8
February	99	81	16	2	89·9	95	69	23	3	84·7	94	71	21	2	86·7	96	69	20	7	82·3
March	116	96	16	6	88·1	107	83	22	2	87·8	107	87	18	2	89·7	114	88	20	6	85·9
Totals	1,459	1,193	215	51	89·1	1,321	1,068	201	52	88·4	1,310	1,082	186	42	89·7	1,356	1,014	249	93	83·9

NUMBER of predictions and percentage of fulfilment in each district for the year ended March 31, 1910.

Month.	GULF.					MARITIME WEST.					MARITIME EAST.					TOTALS.				
		Verified.					Verified.					Verified.					Verified.			
	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.
1909.																				
April	109	78	23	8	82·1	105	77	20	8	82·9	103	74	23	6	83·0	1,218	913	229	76	84·4
May	103	79	22	2	87·4	117	100	14	3	91·5	117	91	22	4	87·2	1,236	995	203	38	88·7
June	117	93	12	12	84·6	125	108	9	8	91·0	124	112	7	5	93·1	1,303	1,130	92	81	90·2
July	114	73	34	7	78·9	126	87	33	6	82·1	126	86	32	8	80·9	1,358	1,011	290	57	85·1
August	123	86	29	8	81·7	125	88	25	12	80·4	125	84	29	12	78·8	1,343	1,025	244	74	85·4
September	124	87	29	8	81·9	124	101	20	3	89·5	125	95	26	4	86·4	1,314	1,021	243	50	86·9
October	113	87	21	5	86·3	115	85	25	5	84·8	115	85	26	4	85·2	1,319	1,053	199	67	87·4
November	126	94	22	10	83·3	132	100	21	11	83·7	130	93	25	12	81·1	1,368	1,019	248	101	83·5
December	123	91	24	8	83·7	123	95	17	11	84·1	123	89	24	10	82·1	1,341	1,048	217	76	86·2
1910.																				
January	107	85	17	5	87·4	121	95	21	5	87·2	121	90	25	6	84·7	1,237	980	182	75	86·6
February	96	70	16	10	81·2	109	75	26	8	80·7	109	77	23	9	81·2	1,109	842	207	60	85·3
March	117	94	18	5	88·0	126	90	30	6	83·3	127	90	28	9	81·9	1,277	997	213	67	86·4
Totals	1,372	1,017	267	88	84·0	1,448	1,101	261	86	85·0	1,445	1,066	290	89	83·8	15,423	12,034	2,567	822	86·3

BRITISH COLUMBIA.

NUMBER of predictions and percentage of fulfilment in each district, for the year ended March 31, 1910.

Month.	VICTORIA AND VICINITY.					LOWER MAINLAND.					KAMLOOPS VICINITY.					TOTALS.				
		Verified.					Verified.					Verified.					Verified.			
	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.	Number of predictions.	Number fully	Number partly.	Number not.	Percentage.	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.	Number of predictions.	Number fully.	Number partly.	Number not.	Percentage.
1909.																				
April	103	78	10	15	80·6	104	66	15	23	70·7	......	......	......	......	......	207	144	25	38	75·6
May	107	85	9	13	83·6	104	70	16	18	75·0	......	......	......	......	......	211	155	25	31	79·4
June	127	99	5	23	79·9	120	100	3	17	84·6	......	......	......	......	......	247	199	8	40	82·2
July	133	115	8	10	89·5	122	101	4	17	84·4	......	......	......	......	......	255	216	12	27	87·1
August	138	112	8	18	84·1	130	104	15	11	85·8	......	......	......	......	......	268	216	23	29	84·9
September	106	84	7	15	82·6	104	82	6	16	81·7	......	......	......	......	......	210	166	13	31	82·1
October	113	79	9	25	73·1	106	83	7	16	81·6	78	56	6	16	74·6	297	218	22	57	77·1
November	105	73	10	22	74·3	98	75	10	13	81·6	45	30	3	12	70·4	248	178	23	47	76·4
December	115	102	8	5	92·2	106	93	5	8	90·1	96	73	3	20	77·6	317	268	16	33	87·1
1910.																				
January	99	72	8	19	76·8	97	75	6	16	80·4	96	70	3	23	74·5	292	217	17	58	77·2
February	108	81	9	18	79·2	100	75	12	13	81·0	88	60	10	18	73·8	296	216	31	49	78·2
March	116	89	10	19	79·7	109	84	5	20	79·4	96	79	4	13	84·4	323	252	19	52	80·9
Totals	1,372	1,069	101	202	81·5	1,300	1,008	104	188	81·5	499	368	29	102	76·6	3,171	2,445	234	492	80·7

The Milne seismographs at Victoria, B.C., and Toronto, have been kept in successful operation throughout the year. 71 disturbances were recorded by the former instrument and 65 by the latter; the number of large disturbances being somewhat less than for several years past.

The Mexican disturbance of July 30 was the largest of the series, and vibrations on the Victoria seismographs exceeded the scale of the instrument, showing a tilt of over 15·2″, in striking contrast to the small movement recorded at Toronto. In the larger number of cases the other disturbances were indicated by a mere thickening of the line. On September 30, the Toronto seismograph was installed in the basement of the new meteorological office in what appears to be a most satisfactory position, as there is no indication of air tremors, which so frequently vitiate the records of the seismograph.

TIME SERVICE.

The time service in connection with the meteorological service has been continued from the new building on Bloor street, and the time balls at Montreal, Quebec and Halifax have been dropped daily during the season of navigation, except on Sundays; a time gun has been fired at Vancouver, and the firm alarm bells struck at 11.55 a.m. standard time 75th meridian, at Toronto. The mean time clock and chronometers at the magnetical observatory at Agincourt have been regulated by weekly time signals from the clock room in Toronto by means of an automatic electric device attached to the Toronto mean time clock. This clock is regulated to give the true standard time, by a system of small weights which are applied to the pendulum of the clock after daily comparisons with the sidereal clock. This ensures the giving of the correct time usually within the limits of a second. As a further check upon the time, the excellent mean time clock in the observatory of the University has been connected by wire with the clock room and is rated at each observation.

During the year ending March 31, 1910, 91 observations for time were made with the transit instrument; of these, 89 were sets of stars taken in the meridian and two solar observations as a check during long intervals of cloudy nights. The transit instrument in its new position has performed exceedingly well and the rate of the sidereal clock has remained very steady; in fact much more so than in its position in the old observatory; this is owing in part to the more uniform temperature of the new clock room as compared with the great range which obtained in the old observatory building.

Considerable time has been consumed in adapting the interior of the dome to the requirements of the 6-inch equatorial telescope. This instrument has, during the winter, been entirely overhauled, thoroughly cleaned, painted and relacquered and mounted upon its pedestal. The final adjustments are about to be made so that work with it will be presently commenced. During the fall the difference in level between the old and new observatories has been ascertained by means of reciprocal levelling with the dumpy level. A bench mark was established on the stone foundation of the new physic building of the University. This mark is 105 feet above the mean level of the bay, and the difference in level between it and the upper surface of the stone door sill of the new clock room is +26·6 feet, thus making the top of the door sill 131·6 feet above the mean level of the bay.

During the year a number of sidereal and mean time watches belonging to surveyors have been rated and regulated; also several aneroid barometers adjusted.

The time exchanges with Quebec, Montreal and St. John, N.B., have been continued, with results shown by the following table.

The following table shows the difference between the times at Quebec, Montreal and St. John, at the various time exchanges, compared with that at Toronto.

The sign + indicates that Toronto is slow of the other observatories.

Year.	Quebec.	Montreal.	St. John.
1909.	Seconds.	Seconds.	Seconds.
April 2	+1·38	....	+1·84
" 16	−0·49	−0·79	+0·63
May 7	+0·02	+0·97	+2·21
" 21	−1·25	+0·82	−0·10
June 4	+1·46	−0·37	....
" 18	−0·70	+0·39	+1·64
July 2	−0·54	+0·38	+2·76
" 16	+0·21	+1·32	+0·29
August 13	0·21	−0·92	+0·08
" 27	−0·65	−0·07	−0·01
September 17	+3·34	+1·21	+0·57
October 8	−0·76	−0·03	−0·51
" 22	−2·22	−2·09	−0·11
November 19	+1·35	−1·26	+1·79
December 3	−1·56	+1·23	+1·31
" 27	−0·45	−0·08	−0·70
1910.			
January 7	−1·64	....	....
" 27	+4·49	+1·65	+1·45
February 18	+0·60	....	+1·09
March 11	+1·29	+1·55	+1·58

All of which is respectfully submitted.

R. F. STUPART,
Director.

APPENDIX A.

METEOROLOGICAL SERVICE, ST. JOHN OBSERVATORY,
ST. JOHN, N.B., April, 1910.

R. F. STUPART, F.R.S.C.,
Director, Meteorological Service,
Toronto, Ont.

SIR,—I have the honour to present the annual report on the observatory at St. John for the fiscal year ending March 31, 1910.

Meteorological Service.—Meteorological observations, as particularized in my former reports, have been carried forward without interruption throughout the year. A small thermograph was added to the equipment. The various automatic and eye-reading instruments are in best possible condition.

Transportation companies, commercial houses and individuals are continuously making request for information from the office records to assist in adjustment of claims. The press also make free use of the office, and many items of interest to the general public are disseminated by this means.

Weather Bulletin.—The weather bulletin has been issued promptly every week day morning after receipt of the telegraphic message from the central office at Toronto. The forecasts, synopsis of prevailing conditions and data from selected stations give most satisfactory information, which is eagerly sought for and immensely valuable to mariners, shippers and many others interested in weather conditions.

Copies of this bulletin are distributed through the mails, posted in public places, and published in full by one of our evening papers, the synopsis and forecasts only by the others.

Through the courtesy of the New Brunswick Telephone Company, the forecasts, received about 1 a.m., are at 6 o'clock each morning telephoned to all their offices in New Brunswick, and displayed on forms supplied to their various offices. This is a most valuable service done gratuitously by the telephone company, and is greatly appreciated by residents of the different localities.

As in the past, storm warning signal messages are telephoned to St. Martins and Point Lepreau, and signals displayed at these places.

Numerous daily requests made by telephone for information pertaining to the weather are answered at all times.

Time Service.—In April, 1909, the transit telescope was shipped to the makers, Messrs. Troughton & Simms, for some necessary repairs, and at the same time to be fitted with a transit micrometer. The instrument was not returned until the middle of August, when it was immediately remounted in its former position. The transit micrometer proved to be defective and was sent to the makers for alteration. It was returned early in November, but after trial was again found unsatisfactory, owing to imperfect mechanism. At the end of December it was again forwarded to the makers, and returned from them near the close of March. During the period the instrument was under repair an old and somewhat imperfect instrument was in use. Thus owing to the delays and unsatisfactory work of Messrs. Troughton & Simms our transit work for the entire year was done under difficulties, with many changes of method. Before sending the instrument to its makers they promised to complete the work in one month, but nearly one year elapsed before completion.

The time balls at St. John and Halifax have been dropped each week at 1 p.m., 60th meridian time. The electric clock at Halifax, which is daily synchronized from St. John, was moved to the new premises of the Western Union Telegraph Company last April. While removing and regulating clock the Halifax ball was dropped direct from St. John.

For the two minutes ending at 10 a.m., clock signals from this observatory are sent over Western Union wires throughout the maritime provinces. These automatic signals are transmitted direct from our standard mean time clock, are automatically repeated from the land lines to wireless at Camperdown N.S., and distributed to ships at sea within the zone of the Marconi station. Time has also for several years been transmitted through the telephone the beats of our clock relay being audible locally as well as in any part of the province through the long distance telephone system.

Clocks.—The standard sidereal clock by Riefler, run under constant pressure and temperature in the basement clock room, continues to give most excellent results. The Kullberg sidereal clock in clock room, the mean time transmitting clock and mean time master clocks in office are in good order.

There has been a considerable increase in the number of clocks on circuit in different parts of the city. These clocks are synchronized hourly by our master clock. The service is growing, and appears to give good satisfaction.

I have the honour to be, sir,
Your obedient servant,

D. L. HUTCHINSON,
Director, St. John Observatory.

Appendix B.

Quebec, April 9, 1910.

The Director, Meteorological Service,
Toronto.

Sir,—I have the honour to transmit my annual report for the fiscal year ending March 31, 1910.

My duties as director of this observatory have remained the same and the usual observations were taken as heretofore.

The time ball which was dropped in a satisfactory manner during last season of navigation, is in good working order.

The correct time is given to the city as formerly by means of the noon gun on the Citadel, but seeing that the number of calls by telephone was constantly increasing, and that it was impossible to answer all of them, after inquiry I find that the gun is so placed that it cannot be heard in the city.

It is now fired across the river towards Lévis, and is surrounded by buildings.

I would therefore suggest that it should be removed to a better site, where it could be heard by the people of Quebec.

The whole respectfully submitted.

ARTHUR SMITH,
Director.

MAGNETIC OBSERVATORY.

The Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to submit the annual report of the Magnetic Observatory for the year ended March 31, 1910.

Mr. Menzies has continued as observer in charge of this observatory, and his zealous attention to duty, coupled with his unrivalled mechanical skill and a thorough knowledge of the theory of the instruments used, has resulted, as in years past, in an almost unbroken record of the magnetic changes. Weekly determination of the absolute values of declination, dip and bi-monthly determinations of the horizontal force, have been made throughout the year, and from these results the values of the photographic records obtained from the variometers have been computed. The photographic traces have as in the past been developed at the central office and then returned to Agincourt, where the ordinates of the curves have been measured at hourly intervals and at the occurrence of maximum and minimum; the results have been tabulated, and the daily and hourly means computed.

During the month of October, Mr. Menzies took simultaneous observations of declination, inclination and horizontal force with an officer of the Dominion Astronomical Observatory, and with Mr. W. E. Jackson on his return from the Arctic region, in order to determine instrumental differences. During November, observations were taken with two officers of the Department of the Interior in order to determine the constants of dip circle No. 77.

The Surveyor General having inaugurated the taking of compass determinations of declination by certain surveyors, it became necessary to establish the index corrections of these instruments, and in accordance with his instructions sixty-two instruments have been sent at various times to this observatory by surveyors engaged in the work. The index correction to these instruments have been established by comparison with our Standard declinometer, two sets of observations being taken for each instrument by Mr. Menzies. Duplicates of these observations have been sent to the officer of the Topographical Branch who has charge of this work, together with such comments as were deemed necessary. It is very obvious that the observatory holds an important place as a base station for the science of terrestrial magnetism in Canada, and also as a centre at which the standard instruments of other countries may be compared with those of the Dominion. Within the past year, determination of the magnetic values have here been made with the instruments loaned by the Carnegie Institution for scientific research for use on the D.G.S. *Arctic* during the year 1908-9, thus affording a very satisfactory comparison between the instruments used in Canada and those used in the United States.

During the year the magnetic declination has increased by 4′·2; from 5° : 58′·2 to 6° : 2′·6. The horizontal component has diminished slightly, and the mean inclination of the needle has changed from 74° : 37′·4 to 74° : 38′·6. A number of important magnetic disturbances have been recorded, the most important one occurring on September 25 coincidently with strong earth currents, which seriously affected the working of ocean cables and telegraphs. The most recent disturbance occurred on March 27, when the declination magnetic ranged through an arc of 2° : 12′.

When away on the D.G.S. *Arctic*, Mr. Jackson obtained the magnetic values at the following points: Winter harbour, Melville island, Beechy point, Dealy island, Cape Bounty, Bridport inlet, Griffith's point, Point Gillman, Byam Martin island, Point Hotspur, Bathurst island, Browne island, Barrow strait, River Clyde, Baffin Land, Blacklead island, Cumberland gulf, Port Burwell and Ashe inlet, Hudson's straits. These determinations will be a valuable contribution to the science of terrestrial magnetism.

Respectfully submitted,

R. F. STUPART,
Director.

APPENDIX No. 12.

RADIOTELEGRAPHIC SERVICE.

Ottawa, May 16, 1910.

G. J. Desbarats, Esq.,
Deputy Minister, Marine and Fisheries Department.

Sir,—The following 29 radiotelegraphic stations are now in operation in the public service of Canada:—

Land stations owned and operated by the Department of Marine and Fisheries:—

Victoria, B.C., Vancouver island	range	200	miles.
Pt. Grey, B.C., Vancouver, B.C.	“	100	“
Cape Lazo, B.C., Gulf of Georgia	“	100	“
Pachena, B.C., Pacific ocean	“	300	“
Estevan, B.C., Pacific ocean	“	150	“
Triangle Island, B.C., Pacific ocean	“	350	“
Ikeda Head, Q.C.I., Hecate strait	“	250	“
Prince Rupert, B.C.	“	250	“

The above west coast stations handled business as follows during the past year:—

Number of messages sent	8,689
Number of messages received	9,780
Total	18,469 messages, 265,414 words.

The cost of maintenance of the above stations for year ending March 31, 1910, was $12,320.82.

Land stations owned by the Department of Marine and Fisheries and operated by the Marconi Wireless Telegraph Company of Canada under contract with the department:—

Father Point, P.Q., River St. Lawrence	range	250	miles.
Clark's City, P.Q., River St. Lawrence	“	250	“
Fame Point, P.Q., Gulf of St. Lawrence	“	250	“
Heath Pt., Anticosti, Gulf of St. Lawrence	“	250	“
Harrington, P.Q., Gulf of St. Lawrence	“	150	“
Pt. Rich, N'f'ld., Gulf of St. Lawrence	“	250	“
Pt. Amour, N'f'ld., Belle Isle straits	“	150	“
Belle Isle, N'f'ld., Belle Isle straits	“	250	“
Cape Ray, N'f'ld., Cabot straits	“	350	“
Cape Race, N'f'ld., Atlantic ocean	“	400	“
Cape Bear, P.E.I., Northumberland straits	“	150	“
Cape Sable, N.S., Atlantic ocean	“	250	“
Partridge Island, N.B., St. John, N.B.	“	250	“

The above east coast stations handled business as follows during the past year:—

Number of messages sent and received	50,157
Number of words	784,015

The total cost of maintenance of the above stations for the past year was $47,533.70.

Land stations owned by the Marconi Wireless Telegraph Company of Canada, and operated by them under contract with the Department of Marine and Fisheries:—

North Sydney, N.S., Cabot strait	range	100	miles.
Pictou, N.S., Northumberland strait	"	100	"

The above stations handled business as follows during the past year:—

Number of messages sent and received	579
Number of words	7,199

The total cost of maintenance of the above stations for the past year was $3,500.

Land stations owned by the Department of Public Works, and operated by the Marconi Wireless Telegraph Company under contract:—

Quebec, P.Q., River St. Lawrence	range	100	miles.
Grosse Isle, P.Q., River St. Lawrence	"	100	"

Land stations owned and operated by the Marconi Wireless Telegraph Company:—

Montreal, P.Q., River St. Lawrence	range	200	miles.
Three Rivers, P.Q., River St. Lawrence	"	150	"
Camperdown, N.S., Halifax, N.S.	"	250	"
Sable Island N.S., Atlantic ocean	"	300	"

Sable Island and Camperdown stations handled business as follows during the past year:—

Number of messages sent and received	14,872
Number of words	165,156

The following Canadian Government steamers are equipped with wireless apparatus, and are operated by the Department of Marine and Fisheries:—

C.G.S. *Quadra*	range	100	miles.
C.G.S. *Minto*	"	150	"
C.G.S. *Stanley*	"	150	"
C.G.S. *Lady Laurier*	"	150	"
C.G.S. *Aberdeen*	"	100	"
C.G.S. *Druid*	"	100	"
C.G.S. *Earl Grey*	"	200	"
C.G.S. *Montcalm*	"	150	"
C.G.S. *Canada*	"	100	"

CONSTRUCTION WORK.

Victoria, B.C.—A new operating house was erected at Victoria station, and a 2 K.W. plant of the latest type installed. The engine and old apparatus were removed from the dwelling house.

The cost of the above work was $4,243.93.

Pachena, B.C.—The operating house was altered to take a new 2 K.W. plant, and a complete 2 K.W. plant was installed.

The cost of the above work was $3,774.25.

Triangle Island, B.C.—A complete new station was erected on Triangle Island, consisting of one dwelling house and outbuildings; one 198-foot housing mast; one operating house, and one complete 6 H.P. 2 K.W. plant.

The total cost of the work was $9,892.62.

Ikeda Head, Q.C.I.—A complete new station was erected at Ikeda Head, Q.C.I., B.C., consisting of: one 228-foot housing mast; one dwelling house and outbuildings; one operating house; one complete 6 H.P. 2 K.W. plant; two miles of trail and telephone line into Ikeda bay.

The total cost of the work was $12,205.70.

Prince Rupert, B.C.—A complete new station was erected at Prince Rupert, B.C., consisting of: one dwelling house and outbuildings; one operating house; two 199-foot housing masts; one complete 6 H.P. 2 K.W. plant; 500 feet tramway (20-lb. rail); one gasoline hoist house; one storehouse at foot of hill.

The total cost of work to date was $14,107.40.

Point Grey, B.C.—One concrete water tank was installed at a cost of $221.78.

Estevan, B.C.—A concrete foundation was installed at Estevan for engine and machines; also a concrete water tank.

The cost of the work was $90.14.

Whittle Rocks, Harrington, Belle Isle.—The 2 K.W. station at Whittle Rocks was dismantled, and the mast and buildings transferred to Harrington, P.Q.

Harrington, P.Q.—The building and mast dismantled at Whittle Rocks were re-erected at Harrington, and the small plant from Belle Isle was installed.

Belle Isle, Newfoundland.—The 140-foot mast was taken down and replaced by a standard 186-foot housing mast. The station building was enlarged to accommodate the 2 K.W. plant from Whittle Rocks, which was installed.

The total cost of the above changes was $5,318.54.

A 24 hour per day service was given on the east coast stations, and a 16 hour per day service on the west coast stations.

The erection of the stations at Triangle Island, B.C., Ikeda Head, Q.C.I., and Prince Rupert, B.C., completed the chain along the British Columbia coast. Ships bound from Vancouver to Prince Rupert on the inside passage are now in communication practically all the voyage, whilst those on the outside are never out of range of one or another of the different stations.

The station at Ikeda Head has placed the Queen Charlotte islands in direct communication with the mainland.

All the stations are working excellently, and are giving a very satisfactory service.

I am, sir, your obedient servant,

C. P. EDWARDS,
Superintendent Dominion Government Wireless Stations.

APPENDIX No. 13.

REPORT OF LIFE SAVING SERVICE OF CANADA.

To the Deputy Minister
of Marine and Fisheries.

SIR,—I have the honour to submit herewith a report on the Life Saving Service of Canada for the year 1909-10, giving all alterations and improvements, the cost of maintaining each station, and the reports of inspections.

REPORT OF LIFE-SAVING STATIONS.

Alberton.—A rocket apparatus has been placed, and house built for the same. The brigade, consisting of the coxswain and crew of the lifeboat, were instructed in use of apparatus, &c., in December, 1909, by Commander H. Thompson, R.N. On September 19, the *Hazel Glen* grounded on the bar at Cascumpeque, and was salved by the lifeboat crew—compensation from owner of *Hazel Glen*.

Brier Island (*Westport*).—October, 1909.—The offer of Mr. Brown of a larger gasoline boat for the life saving service for an extra $100 a year was accepted.

October 15.—The *Nettie H.* disabled in a gale, and towed in by lifeboat.

November 29.—During heavy gale rescued boats trawling.

January 25.—Towed schooner *Colgate* out of dangerous position into safety.

Baker's Cove.—Repairs to slip way carried out in July. No wrecks.

Banfield Creek.—A new motor lifeboat was built by the Electric Launch Company, Bayonne City, N.J., and arrived at station in February, 1910. The crew at this station also have charge of Pachena lifeboat, Lyle gun and rocket apparatus.

Blanche.—Assistance was rendered to the *Elizabeth Silsbee* in January, and on November 25 the lifeboat went out to assist a vessel in distress but she got off before the boat reached her.

Canso.—New boathouse completed June 30. October 31, the schooner *Blanche* went ashore at North entrance of harbour and was assisted off by lifeboat.

Cape Tormentine.—No casualties.

Charlottetown.—October 15.—Schooner was reported ashore at Governor's island. Lifeboat towed out by C.G.S. *Brant*, but no vessel could be seen.

Clarke's Harbour.—No wrecks or casualties.

Clayoquet.—No wrecks or casualties.

Cobourg.—September 4.—Rendered assistance to *Ontario* No. 1, which grounded in a dense fog.

Collingwood.—No wrecks or casualties.

Consecon.—No wrecks or casualties.

Devil's Island.—April 26.—Fishing schooner *Montana* went ashore in a gale, but got off again with the assistance of the lifeboat.

Duncan's Cove.—July 22.—A three-masted schooner went ashore on Sisters rock. The lifeboat promptly went to her assistance, and after a time she was got off.

Goderich.—November 11.—Schooner *Kolfage* struck North pier of Goderich harbour and was reported in a sinking condition. Lifeboat went to her assistance. Crew was paid one extra drill for this service.

Herring Cove.—July 16.—The lifeboat went off to the assistance of the *Effie May*, ashore off Sandwich port; the coxswain finding her abandoned, took charge until arrival of owner. August 18—went out to assist steamer ashore, but she was towed off by two tugs.

Kincardine.—No wrecks or casualties.

Long Point.—In October it was directed to move this station from its old position to a spot about 1½ miles from the lighthouse on east end of point. The work was commenced, but bad weather setting in it had to be discontinued in December.

Pachena Point.—This station was established in December, the surf boat from Clo-oose being placed there, also the Lyle gun and rocket apparatus, and the whole worked in conjunction with the Banfield crew.

Point Pelee.—On October 12, the *George Stone* was wrecked on Grubb reef, but the lifeboat crew rendered no assistance. An inquiry was made, and the coxswain and crew dismissed, a temporary crew being enrolled for remainder of season, the boathouse being fitted up so that the crew could live there in bad weather.

Picton.—No wrecks or casualties.

Port Hope.—No wrecks or casualties.

Port Mouton.—No wrecks or casualties.

Port Stanley.—December 16.—The lifeboat went to assistance of *Astabula,* which went ashore at Port Burwell. Crew refused to leave vessel, and she was eventually got off. Compensation from the company.

Richibucto.—Boat was completed and crew engaged, June 30, 1909.

Sable Island.—Two new boats being considered for this station.

Scattarie.—No wrecks.

Seal Cove, G.M.—This having proved unsatisfactory, a new site was decided on at Outer Wood island, and the work of building boathouse, &c., started.

On October 26, the ss. *Hestia* was wrecked on Old Proprietor shoal; 34 lives were lost. Six men were saved by a sloop and schooner from Seal Cove, the crews of these boats being rewarded with $10 to each coxswain and $5 to each member of the crews.

Seal Island.—No wrecks.

Seven Mile Creek.—No wrecks.

Souris.—No wrecks.

Southampton.—No wrecks.

St. Paul Island.—October 26.—The *Canadienne,* with cargo of coal, wrecked at St. Paul. Crew of four taken off by lifeboat.

Toronto.—April 20.—Boathouse, boat and all equipment destroyed by fire. New boat received August 23. New house completed in December.

May 2.—Schooner *St. Louis* went ashore. Three men of the lifeboat crew launched the boat and landed the crew and captain's wife; for this service they received $3 each.

Tsusiat.—Patrol station; one man.

Ucluelet.—No wrecks.

Victoria Beach.—A motor boat is being built for this place.

Whitehead.—Steamer *Cairn Crag* wrecked on July 27 at cove. The lifeboat put the agent on board, but no further assistance was required.

REPORT OF INSPECTION.

All the stations in the maritime provinces were inspected by Mr. S. C. Campbell during the year, and favourably reported on. Numerous suggestions were made by Mr. Campbell, which are under consideration. Complaints having been received about the life saving crew at Point Pelee, Lake Erie, Captain Robinson was sent to inspect station. He reported most unfavourably on coxswain and crew. On October 13 the *George Stone* was wrecked on Grubb reef, several lives being lost, and Commander Thompson was sent to make inquiries. On his report, the coxswain and crew were dismissed and a temporary crew enrolled. The general improvement of this station is under consideration for the coming season.

October 15.—Captain Robinson inspected the life saving station at Kincardine, and exercised the crew. His report on crew, boat, &c. was highly satisfactory.

In consequence of the wreck of the *Hestia* at Grand Manan, Commander Thompson and Mr. S. C. Campbell were sent down to look into the matter of the life saving station at Seal Cove, and after careful consideration, reported that the outer of Two Islands was the best place for a station. The building of a new station there has been considered, and will be completed before very long.

Commander Thompson was then sent to Prince Edward Island to instruct the lifeboat crew at Alberton in the use of the rocket apparatus, then to instruct the Priest Pond crew and crew of the Charlottetown lifeboat; after that to Halifax to instruct the crew of the *Canada*, and inspect life saving stations at Devil's Island, Duncan Cove and Herring Cove, and the following reports were received:—

Alberton.—December 7 and 8.—Thoroughly instructed crew in use of rocket apparatus, the men taking a very intelligent interest in it. Ended up with a highly satisfactory practice. Inspected station to Cascumpeque. Boathouse, boat and equipment in excellent order.

Charlottetown.—December 9 and 10.—Instructed No. 1 and three men of the Priest Pond Rocket Brigade, also Charlottetown lifeboat crew, in the use of the rocket apparatus, and finished with an excellent practice.

Devil's Island.—December 12.—Boat and all gear in good order.

Duncan's Cove.—December 12.—Everything in an extremely satisfactory state. Boat and gear in excellent working order, and the house very neat and well kept. Exercised the crew with the Lyle gun. Very good practice.

Herring Cove.—December 12.—Boat and gear in good condition. House clean and well looked after.

C.G.S. 'Canada.'—December 14, 15 and 16.—The crew of the *Canada* were given instructions in the rocket apparatus on the afternoon of the 15th. All necessary gear was placed in a surf boat and towed up the harbour and landed. The exercise was then carried out. The rocket fired over an old wreck about 300 yards off, and several men were landed in the breeches buoy, the whole exercise being done in very good time.

In conclusion, I wish to draw your attention to my report of March 2, 1909, and the suggestions contained therein. I am still of the opinion that on the great lakes and other places where the harbours are approached directly from the open, and no intricate navigation necessary, it would be better to present the place with a boat and boathouse and let the town itself do the rest. A more efficient crew would, I am sure, be the result. Now there is no one to be sure that they practise at all.

The following is a list of life saving stations, with amount expended on each for the year, for upkeep, payment of crews, alterations and improvements:—

LIFE-SAVING Stations maintained

Number.	Stations.	Established.	Coxswain.	Crew.	Coxswain's salary. — Per annum.	Pay of crew.
					$	
	New Brunswick—					
1	Seal Cove	1898	T. Benson	7	75	$2 per day and extra when saving life.
2	Richibucto	1907	Albert Long	7	75	" " ..
3	Point Escuminac	1908	E. F. Fleiger	7	75	" " ..
	Nova Scotia—					
4	Bakers Cove	1886	A. Cain	7	75	" " ..
5	Blanche	1889	W. A. B. Smith	7	75	" " ..
6	Clarks Harbour	1900	T. N. Nickerson	7	75	" " .
7	Causo	. . .	W. R. Matthews	7	75	" " ..
8	Devils Island	1885	B. H. Henneberry.	7	75	" " ..
9	Duncans Cove	1886	J. W. Holland	7	75	" " ..
10	Herring Cove	1885	J. Gorman	7	75	" " ..
11	Pictou Island	1889	Alex. Currie	7	75	" " ..
12	Port Mouton	1889	Walter Cook	7	75	" " ..
13	Scatarie	1885	J. T. Martel	7	75	" " ..
14	Seal Island	1880	Thos. Symonds	7	250	$100 per annum
15	St. Pauls Island	1885	Supt. Humane Establishment.	3	......	$300 each per annum
16	White Head	1890	H. P. Munroe	7	75	$2 per drill and extra when saving life.
17	Sable Island	1885	G. Soderberg J. Ritcey	....	250 250	Paid as island staff
	P. E. Island—					
18	Priest Pond Charlottetown	1909 1907	J. B. Moore	7	75	$2 per drill and extra when saving life.
19	Souris	1907	N. McIntosh	7	75	" " ..
20	Alberton	1907	John Champion	7	75	" " ..
	British Columbia—					
21	Pachena Banfield	1909 1907	W. H. Gillen	....	40 per m. 75 per m.	$50 for engineer, $45 for two men per month.
22	Ucluelet	1908	A. W. Lyche	6	75 per m.	$60 per month for men during season and $100 per annum when boat is not in commission, Volunteers 50 cents per hour when required.
23	Tassiat	1907	W. Kennedy	1	60	Patrol
24	Clayoquot	1908	J. Chesterman	7	75	$60 per month when employed. Volunteers 50 cents per hour when required.
25	Seven Mile Creek	1909	R. E. Daykia	1	60	....
	Ontario— *Great Lakes—*					
26	Cobourg	1882	D. Rooney	7	75	$2 per drill and extra when saving life.
27	Collingwood	1885	G. F. Watts	7	75	" " ..

by the Dominion Government.

Description of Boat.	Cost.	Where Built.	Equipment.	Remarks.
	$			
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.-E	Full regulation..	Iron rails laid in 1901. New station being established.
Race point surf-boat, 24 feet-long..	225	" ..	" ..	
Beebe-McLellan self-bailing... .	225	" ..	" ..	Boathouse to be built.
Dobbin's pattern self-righting, 25 feet long.	575	Dartmouth, N.S.	" ..	Iron rails laid in 1900.
Beebe-McLellan surf-boat, self-bailing, 25 feet-long.	250	" ..	" ..	New boat, 1901.
Beebe-McLellan self-bailing, 25 feet long, low ends.	250	" ..	" ..	Boathouse completed June 1909.
Dobbin's pattern, surf-boat, self-bailing, 25 feet long.	575	" ..	" ..	Lyle gun at this station.
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S.	" ..	Lyle gun at this station and new boat in 1903.
" " ..	250	" ..	" ..	
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	Dartmouth, N.S.	" ..	
" " ..	575	" ..	" ..	
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S.	" ..	New boat in 1903.
Beebe-McLellan boat on east side.	240	" ..	" ..	"
Beebe-McLellan boat on west side.	240	Halifax, N.S....	" ..	
Beebe-McLellan self-bailling, 25 feet long, low ends.	250	Shelburne, N.S.	" ..	Lyle gun here since 1903.
Dobbin's pattern, surf-boat, self-bailing, 25 feet long.	575	Dartmouth, N.S.	" ..	
Two Dobbin's pattern, self-righting and bailing, and one Beebe-McLellan surf bailing.	1,100	Halifax, N.S....	" ..	Lyle gun and rocket apparatus at this station. Coxswain under control of Supt. of Humane Establishment.
Beebe-McLellan self-bailing	225	Shelburne, N.S.	" ..	
" "	225	" ..	" ..	
" "	225	" ..	" ..	Rocket apparatus has been placed and house for the same.
Doherty's Improved Beebe-McLellan, 25 feet long.	575	Vancouver Shipyard Co., Vancouver, C.-B.	" ..	Placed at Pachena Bay.
Self-righting self-bailing power lifeboat, 36 feet long.	11,184 52	Bayonne City, U.S.A.	" ..	New motor boat and Lyle gun in combination with Pachena Bay.
Doherty's Improved Beebe-McLellan, 25 feet long.	575	Vancouver Shipyard Co.	" ..	
" " ..	575	" ..	" ..	
Dobbin's pattern, self-righting and bailing.	750	Goderich, Ont..	" ..	
Beebe-McLellan self-bailing, surf-boat.	375	Collingwood, O.	" ..	New boat in 1896.

LIFE-SAVING Stations maintained

Number.	Stations.	Established.	Coxswain.	Crew.	Coxswain's salary. Per annum.	Pay of crew.
					$	
28	Goderich	1886	D. MacKay	7	75	$2 per drill and extra when saving life.
29	Kincardine	1903	Thos. McGaw	7	75	" " ..
30	Long Point	1902	Geo. Wisner	7	75	$2 per drill and $40 per month for three months.
31	Point Pelee	1900	L. Wilkinson	7	75	$2 per drill and extra when saving life.
32	Port Hope	1889	W. T. Clark	7	75	" " ..
33	Port Stanley	1885	J. R. Moore	7	75	" " ..
34	Toronto Island	1883	Wm. Ward	7	75	" " ..
35	Consecon	1898	John O. McLean	7	75	" " ..
36	Southampton	1907	John A. MacAuley.	7	75	" " ..

NOTE—

There are several other places in Canada, not regularly organized, which receive support from the N.S., Cape Tormentine, N.B., and Wellington on Lake Ontario. There is also a life saving station at by the Dominion Government—*Concluded.*

Description of boat.	Cost.	Where built.	Equipment.	Remarks.
	$			
Surf-boat.	330	Collingwood, O.	Full regulation..	New boat in 1892.
Beebe-McLellan self-bailing, surf-boat.	350	" ..	" ..	New boat in 1903.
Surf-boat.	500	" ..	" ..	
"	330	" ..	" ..	A tramway has been constructed at this station.
Dobbin's pattern, self-righting and bailing.	620	Goderich, Ont..	" ..	
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	350	Collingwood, O.	" ..	
Dobbin's pattern, self-righting and bailing.	600	Goderich, Ont..	" ..	Removed from Popular Point in 1900.
" " ..	750	" ..	" ..	Removed from Wellington in 1893.
Beebe-McLellan surf-boat, self-bailing.	330	Collingwood, O.	" ..	

Dominion Government, where there is a life-saving service of more or less importance, such as Halifax, Victoria, B.C., maintained by the Victoria Life Saving Association.

STATEMENT of expenditures for the fiscal year, 1909-10.

Station.	Alterations, &c.	Amount.	
		$	cts.
New Brunswick—			
Seal Cove, (Grand Manan)	A new station is being established on outer of Two or Little Wood island	75	00
Richibucto	New station built	999	40
Escuminac		127	58
Cape Tormentine		27	06
Nova Scotia—			
Bakers Cove		285	00
Blanche		371	02
Canso	New station built	809	03
Clarkes Harbour		344	72
Devils island		293	00
Duncans Cove		196	90
Herring Cove		299	00
Pictou		285	15
Port Mouton		323	40
Scattarie		327	00
Seal island		883	19
Whitehead		271	00
Yarmouth		253	27
St. Paul island		2	50
Prince Edward Island—			
Alberton	Rocket apparatus established	492	85
Cascumpeque		220	50
Charlottetown		303	15
Priest Pond	Rocket apparatus established	956	90
Souris		293	22
British Columbia—			
Banfield creek	New motor boat to replace one wrecked	11,184	52
Clayoquet		1,743	94
Pachena	New station established. (In connection with Banfield)		
Seven Mile creek		176	00
Tsusiat		120	00
Uclulet		1,731	06
Ontario's Great Lakes—			
Cobourg		292	50
Collingwood		305	15
Consecon		277	12
Goderich		412	34
Kincardine		298	44
Long Point	Started to move station to a new location	1,745	88
Point Pelee	House altered to accommodate crew	363	56
Port Hope		269	00
Port Stanley		291	50
Toronto island	New boat and boathouse to replace those destroyed by fire	2,875	00
Southampton		323	75
Miscellaneous—			
General account		2,729	42
West Coast Trail		1,004	41
Clo ose		110	00
Port Rowan		62	92
		34,756	35

C. E. KINGSMILL,
Rear Admiral.

APPENDIX No. 14.

MASTERS AND MATES.

George J. Desbarats, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

Sir,—I have the honour to place before you the annual report in connection with masters' and mates' examinations throughout Canada.

There are at present fifteen offices where examinations are held, as follows: Nelson, B.C., Captain Hallett; Victoria, B.C., Captain Gaudin; Vancouver, B.C., Captain Eddie; Yarmouth, N.S., Captain Murphy; Lunenburg, N.S., Captain Wolff; Halifax, N.S., Captain Lugar; North Sydney, N.S., Captain Sutherland; Charlottetown, P.E.I., Captain Cameron; Edmonton, Alta., Captain Grant; West Selkirk, Man., Captain Thordarsen; Toronto, Ont., Captain Moller; Collingwood, Ont., Captain Coles; Windsor, Ont., Captain McGregor; Montreal, Captain Riley, and Ottawa, Captain Demers. At Victoria, Vancouver, Yarmouth, Lunenburg, North Sydney, Charlottetown, Halifax and Ottawa, examinations are held for all grades of certificates, which comprise foreign-going examinations as well as examinations for local certificates. At Nelson, Edmonton, West Selkirk, Toronto, Collingwood, Windsor and Montreal, examinations for local certificates only are carried out.

It will be noted that 355 examinations were held for various certificates and 14 for sight-test only. For coasting and foreign-going certificates, a diminution is shown in the number of examinations. This is due to various causes, amongst which the amendment to the Shipping Act, allowing vessels of 150 tons on coasting voyages without certificated master and vessels of 400 tons without certificated mate, and also the fact that vessels built and owned in the maritime provinces, of four or five hundred tons burden, are now being registered in Barbados, whereby the obligation to comply with the Canada Shipping Act is eliminated.

The Board of Trade has notified the department that in 1914, on January 1, the standard of examinations for foreign-going will be higher, and have requested the department to conduct the examinations on similar lines to theirs; in consequence, a schedule is now being prepared to meet their views in this respect.

I have the honour to be, sir,
Your obedient servant,

L. A. DEMERS,
Chief Examiner.

LIST of number of candidates that have been examined by each examiner, and also different grades, from April 1, 1909, to March 31, 1910.

Name of examiner.	Masters for sea-going ships.	Masters for inland and coasting.	Mate for inland and coasting.	Mate sea-going.	2nd Mate sea-going.	Total.
	No.	No.	No.	No.	No.	
Capt. Gaudin	1	14	12		4	31
" Eddie	3	16	16	4	6	45
" Murphy	7	24	10	6	3	50
" Wolff			1			1
" Lugar	4	12	5	1	4	26
" Sutherland		5	3			8
" Cameron		7	1			8
" McGregor		15	22			37
" Coles		20	12			32
" Thordarson		4	3			7
" Grant		1				1
" Moller		23	15			38
" Hallett		1	1			2
" Demers	1	27	7	1		36
" Riley		17	16			33
Total	16	186	124	12	17	355

Copies issued of lost certificates—

Masters	32
Mates	8
	40

LIST and number of candidates that have been examined for sight test, from April 1, 1909, to March 31, 1910:—

Name of Examiner.	No.
Capt. Sutherland	5
Capt. Lugar	6
Capt. Demers	1
Capt. Moller	2
Total	14

APPENDIX No. 15.

MARINE SCHOOLS.

George J. Desbarats, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

Sir,—I have the honour to submit the annual report of attendance at the Marine Schools established at the various ports of the Dominion under the supervision of the Marine and Fisheries Department.

There are now seven schools where lectures were delivered during the winter. The total attendance has been 2,676.

In connection with this educational branch of your department, I regret to have to state that it has been disappointing. I cannot say that the attendance has diminished since the establishment of those schools, but it has certainly not increased. The only school where the attendance is highly satisfactory is the one at Vancouver.

Lectures in the schools in the maritime provinces have not received the attention of the sea-faring population that they deserved, and this, to such an extent respecting the school at Lunenburg, that the lecturer resigned his position owing to the lack of encouragement that he was receiving at the hands of the population, which is composed almost entirely of sea-faring men.

The Toronto school was not opened this winter, as the lecturer at that place had to absent himself through illness. The lecturer at Midland has notified the department of his resignation as lecturer owing to the lack of attendance.

The programme of tuition given at those schools is similar to that which was given at their establishment, and comprises all subjects of elementary nature absolutely necesssary to mates and masters of vessels, as well as to those who desire to enter the sea-faring career. Other subjects are introduced according to the class of students attending.

I am positive that the little encouragement received is not due to the lack of knowledge and capacity on the part of our lecturers, as every one of the officials who were chosen to fulfil that task is a capable man, thoroughly versed in marine subjects and a fluent speaker. Fluency of speech is a necessary adjunct in dealing with matters which are in themselves very dry subjects and can only interest those who have some inclination for the sea-faring career.

The attached statement will show the number of lectures given, the minimum, maximum, average and total attendance at each school.

I have the honour to be, sir,
Your obedient servant,

L. A. DEMERS,
Superintendent of Marine Schools.

ANNUAL REPORT OF DOMINION MARINE SCHOOLS, 1909-10.

Schools.	Lectures.	Minimum.	Maximum	Average.	Total attendance.
Victoria	32	14	25	19·56	626
Vancouver	34	5	33	25	850
Yarmouth	32	4	15	10·53	337
Midland	32	3	15	10	340
North Sydney	32	3	9	5·05	179
Collingwood	17	4	13	9·58	163
Halifax	27	0	13	6·7	181
Total	206	33	123	85·79	2,676

APPENDIX No. 16.

INVESTIGATIONS INTO WRECKS.

George J. Desbarats, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

Sir,—I have the honour to submit a list of the wrecks and casualties which occurred to Canadian and foreign vessels in the Canadian waters during 1909 till January, 1910, and upon which preliminary or formal investigations were held.

All cases of casualties which happened last year have been judged and decision rendered, with the exception of the ss. *Georgetown,* which is now before the court at Quebec.

Investigations have been conducted by myself for the districts of Quebec and Ontario, by Captain Lugar for the maritime provinces. Captain Coles, the examiner of masters and mates at Collingwood, conducted a couple of inquiries of preliminary nature.

Mr. T. G. Mitchell, Lloyd's surveyor, of Victoria, also held two preliminary inquiries on the British Columbia coast.

I have the honour to be, sir,
Your obedient servant,

L. A. DEMERS,
Acting Wreck Commissioner.

ANNUAL report of wrecks and casualties which were investigated in 1909.

Name of Ship.	Where registered.	Remarks on casualty.
Anticosti Lightship.		On Nov. 21, 1908, grounded on White island reef. A preliminary inquiry was held in 1908, and a formal investigation ensued held at Quebec, on Feb. 5, 1909, by Captain Demers, and the decision arrived at was that the navigation of lightship Anticosti was performed in a careless way. The Captain's certificate was suspended from Feb. 9 to May 9, 1909. The Chief Officer was also censured.
Athabasca	Montreal, Q.	On Oct. 14, grounded on Flower Pot island. Preliminary inquiry was held at Collingwood by Capt. Coles in Oct. and a formal investigation ensued held at Collingwood by Capt. Demers on Nov. 17. Decision arrived at was that the stranding was due to the captain's carelessness in navigating the vessel and his certificate was suspended from Nov. 17, 1909 to Aug. 17, 1910.
Ashtabula	United States register.	On Dec. 12, grounded at Port Burwell, Ont., on entering harbour. Preliminary inquiry held at Collingwood by Capt. Coles on Jan. 11, formal investigation not recommended.
Corinthian	Montreal, Q.	On April 30, grounded in Richelieu rapids. Preliminary inquiry was held in Montreal by Capt. L. A. Demers, May 17, a formal investigation was recommended but has not been held as yet.
Coquitlan	British Columbia.. No. 100205.	On May 27, took fire on her way through the Gulf of Georgia. Preliminary inquiry held at Victoria, B C., by Mr. T G. Mitchell Lloyd's Surveyor, and the decision arrived at was, that nobody was to blame for the casualty ; therefore, no formal investigation.
Campana	Quebec, Q.	On June 17, grounded at a place near or about Pointe St. Michel in River St. Lawrence. A formal investigation was held at Quebec by Capt. Demers on June 26, and the decision arrived at was that the captain of the ship rendered himself guilty of a culpable error of judgment in navigating the vessel, and his certificate was suspended from July 3 to April 3, 1910.
Cairncrag		On July 26, 1908, grounded on Snorting rocks, Dover island, Canso, N.S. A formal investigation was held in Halifax by Capt, W.R. Lugar on Aug. 2, 1909, and the decision arrived at, was that the captain of the ship has committed an error of judgment, but owing to his good character and length of service in one employ, his certificate was not dealt with.
Corinthian	Montreal, Q.	On Dec. 18, stranded near George's island, Halifax harbour. A preliminary inquiry was held at Halifax, on Dec. 23, by Capt. W.R. Lugar and a formal investigation ensued held at Halifax by same officer, Feb. 7, 1910, master and crew exonerated.
Dominion		On Nov. 17, grounded at Cap à la Roche. Preliminary inquiry was held in Montreal, Nov. 18, by Capt. Riley. Formal investigation not recommended.
Empress of Ireland		On Oct. 14, struck off Matane and upon reaching Rimouski was found leaking. A formal investigation was held at Quebec on Oct. 26, by Capt. Demers and the decision arrived at, was that the ship came in contact with the submerged hull of a derelict and no blame could be attached to any one for the casualty.
Glengarry	Kingston, Ont.	In Aug., sunk at the foot of Lachine canal, after doing some damages to the bridge. The captain and officers of the ship were exonerated from any blame for this casualty by the report of Surveyor. No other inquiry was held.
Glenellah	Collingwood, Ont.	On Aug. 2, caused damages to pier at Port Colborne. A preliminary inquiry was held at Collingwood, in Sept. by Capt. Geo. C. Coles, and by the evidence adduced a formal investigation was not recommended.
Georgetown	Buffalo, U.S.A	On Sept. 29, grounded on Hare island. Preliminary inquiry was held at Quebec, Oct. 15, by Capt. Demers and a formal investigation ensued on Oct. 11, held by the officer and the decision arrived at was that the pilot was solely responsible for the stranding. A rehearing of this case has been ordered, and this case is still pending.

ANNUAL report of wrecks and casualties which were investigated in 1909—*Continued.*

Name of Ship.	Where registered.	Remarks on casualty.
Hoyle Bank		On Sept. 15, stranded near Sheet harbour, Halifax Preliminary inquiry was held at Halifax on Oct. 13, by Capt. Lugar. Formal investigation could not be held owing to vessel's departure. This matter was subsequently referred to the Board of Trade.
Hestia		On Oct. 25, grounded at Grand Manan, 34 persons reported missing. Preliminary inquiry was held in Halifax and St. John by Capt. Lugar on Nov. 5. Formal investigation ensued, held by the same officer in Montreal, Nov. 12. The decision arrived at was that the wreck was due. 1. To error of compass due probably to Gaussins Error. 2. Neglect of soundings. 3. No sufficient allowance made for set of ebb-tide and strong wind. Error of judgment on the part of captain.
Inishowen Head	Belfast	On Oct. 1, 1908, grounded at Timony's cove some 5 miles above Quebec. A preliminary inquiry was held in Montreal on Oct. 12, 1908, by Capt. J. Riley and a formal investigation ensued and held in Montreal. on Aug. 2, 1909, by Capt. L. A. Demers and decision arrived at, was that the pilot in charge has been guilty of a gross error in judgment and the grounding was caused by his fault. He was fined $50.
Jeanara	Montreal, Q.	On Aug. 13, went ashore on Cranberry head, Sydney. Preliminary inquiry was held at Sydney, by Capt. Demers on Aug. 25, and by evidence adduced, formal investigation was not recommended.
Margaret		On Aug. 19, grounded on Thrum Cap Shoal, at the entrance to Halifax, N.S., preliminary inquiry was held at Halifax, by Capt. W. R. Lugar, Aug. 23. A formal investigation ensued, held at Halifax by the same officer Sept. 21, and the decision arrived at was that the captain was to blame for the grounding.
Montezuma		On Oct. 28, grounded at Cap-à-la-Roche. Formal investigation was held in Montreal on Nov. 2, by Capt. Demers and the decision arrived at was that the stranding was due to an error of judgment on the part of the pilot and also carelessness of captain. Both were reprimanded.
Odlandr	Norway	On May 31, grounded on the shoal, extending from Pte. à Pic on the north shore of the river St. Lawrence. A preliminary inquiry was held at Quebec by Capt. Demers in June, and on 5th of same month a formal investigation ensued held by the same officer and the decision arrived at was that the pilot in charge did not take necessary precautions to avoid this casualty; on the said pilot was inflicted a penalty of $50.
Otonobee & Rainbow	Birdsall, Ont. Peterborough, Ont.	On Aug. 31 collided at a point near Hales bridge, Otonobee River, Peterborough. A formal investigation was held at Peterborough by Capt. Demers on Sept. 25 and the decision arrived at was due to the overhanging foliage which partly intercepts the view at the bend of Otonobee River, below the bridge. The two captains were exonerated.
Ocean	Norway	On Sept. 28 grounded on Red island, River St. Lawrence. A preliminery inquiry was held at Halifax in Oct. by Capt. W. R. Lugar, and a formal investigation ensued, held at Montreal by Capt. Demers on Oct. 19. The decision arrived at was that the stranding was due to the carelessness of the captain in instructing his officers, and the 1st and 3rd officers for apparent negligence of the most elementary duties, and also to the carelessness of the pilot in charge. All these officers were severely reprimanded.
Ottawa		On Nov. 16 foundered on Lake Superior. Preliminary inquiry held by Capt. Coles, Collingwood, and result did not justify a formal investigation to be held.
Pellatt and John Hanlan.		On June 30 collided at Toronto, Ont. Preliminary inquiry was held on July 17 by Capt. Demers in Toronto. The decision arrived at was that the collision was due to the fact that the engineer of the Pellatt rendered himself guilty of a culpable error of judgment and his certificate was suspended. The captain not blamable.

ANNUAL report of wrecks and casualties which were investigated in 1909—*Concluded.*

Names of ship.	Where registered.	Remarks on Casualty.
Puritan	....	On June 19 grounded in Fraser river. Preliminary inquiry was held at Victoria, B.C., by Mr. J. G. Mitchell Lloyd's Surveyor, on July 16. Formal investigation was not recommended.
Perry	Halifax, N.S.	On Dec. 29 stranded on Georges island. Preliminary inquiry was held in January 3 by Capt. W. R. Lugar and a formal investigation ensued held on February 14, 1910, at Halifax by the same officer. Decision arrived at was that the master is not to blame and is exonerated; but the mate is censured for neglect of duties and a fine of $10 is imposed on him.
Spheroid	....	On June 25 grounded at Cap-à-la-Roche. Preliminary inquiry was held at Quebec by Capt. Demers on June 28, and in face of evidence adduced, crew was at once exonerated. No formal investigation.
Stigstad & Syrene	Norway. Canada	On Sept. 11 collided in the St. Lawrence river, near St. Lawrence Pt. Formal investigation was begun at Montreal on Sept. 21 by Capt. Demers and resumed at Quebec on Oct. 4. The decision arrived at was that the collision was due to the pilot not exercising necessary and adequate precautions to avoid same, and that he acted contrary to arts. 20 and 28 of the rules of the road. The captain and second officer of the Stigstad were also held responsible for the collision and were censured.
Scotia	....	On Dec. 19, 1909, stranded near the Bay of Nicumteau, N.S. A preliminary inquiry was held at Nicumteau bay by Capt. W. R. Lugar. Formal investigation was not recommended.
Torgorm and *Pierreville*	Glasgow-Sorel.	On June 17, collided in the St. Lawrence, and the *Pierreville* sunk. A preliminary inquiry was held at Montreal by Capt. J. Riley on June 17. Formal investigation recommended, but has not been held as yet.
Urania	Norway.	On Aug. 7, grounded on the reef extending from White island in the River St. Lawrence. A formal investigation held at Quebec by Capt. Demers on Sept. 8, brought out that the pilot in charge was not to be blamed for the grounding owing to the fact that the captain was primarily responsible for the stranding through his interference with the pilot. The captain was severely censured for interfering without cause.
Wassaga and Tug *J. Paul*	....	On June 30, collided on Lake St. Louis near Chateauguay, one barge was totally destroyed, another sustaining certain damages. A formal investigation was held in Montreal by Capt. Demers on July 24, and the decision arrived at was that the collision was due to the careless navigation of ss. *Wassaga*, and the certificate of the captain was suspended and may be returned after one year, if satisfactory proof of reform is shown by the captain.
Wacousta	....	On Sept. 28, grounded at Goose island. Preliminary inquiry was held at Quebec on or about Oct. 3 by Alfred Larochelle, and by evidence adduced formal investigation was not recommended.

APPENDIX No. 17.

MONTREAL AND QUEBEC PILOTAGE.

George J. Desbarats, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

Sir,—I have the honour to submit to you my annual report respecting the Pilotage Corporations of Montreal and Quebec, which I have the honour to supervise. With reference to those two corporations, a detailed statement of their doings and earnings is herewith attached.

Last January, I personally presided over the examination of sight-test of each pilot of the two corporations, also of apprentice pilots. The examination was conducted by Holmgren's test, which is the method followed by the Board of Trade in England and all the British colonies. In this examination, I was assisted by the two doctors who were appointed a few years ago for the task. The tests were also witnessed by some of the directors of each corporation. I followed this method in order tc show that the examination was performed in an impartial way. Last year, I understand that the examination in sight-test conducted by Dr. Duhamel in Montreal, was according to the German system, which differs materially from that adopted by the Board of Trade and incidentally by us. This year, my intention was to have the examination uniform for both corporations.

For the corporation of Montreal, one man has been excluded from the ranks, his sight having been found faulty. All the others have passed a satisfactory examination. In Quebec, one was excluded for deafness, another one owing to incipient paralysis, and a third one for deformity of the sight. There are two or three pilots who had been allowed formerly to be examined on the form-test with their glasses. which is contrary to the rules governing the system of examination. This matter is now before the department for decision as to whether these men should be allowed to practise as pilots.

In the examination of the apprentice-pilots, three were placed on the ranks, both in Montreal and Quebec, having passed a satisfactory examination both on sight-test and general education. Though it is not desirable that the number of pilots should be increased in either corporation, yet it is necessary that apprentice-pilots should be on hand, ready to fill any vacancy which may occur. This applies principally to the Quebec corporation, where a number of pilots will likely, within a few years, be taken from the ranks for various causes.

After making the acquaintance of each of the pilots, I can safely say that now, there is at the disposal of the shipping interests capable, competent and well-behaved men, and each of the pilots of either corporation will do honour to his calling.

I noticed a tendency on the part of every one to help the department in the carrying out of any regulations which it may deem proper to make in the future.

I have the honour to be, sir,
Your obedient servant,

L. A. DEMERS,
Chief Examiner.

REPORT, CORPORATION OF PILOTS FOR AND ABOVE THE HARBOUR OF QUEBEC.

Number of pilots		50
	In	Out
Number of trips to Montreal	719	695
Number of trips to intermediate ports	42	54

Total earnings to Montreal	$69,200 98
Total earnings to intermediate ports	2,946 15
Total	$72,147 13
Total earnings of Tour-de-Rôle pilots	$10,489 46

Number of trips made by selected apprentice-pilots with branch pilots on ocean steamers, during the year	546
Number of apprentice-pilots for and above the harbour of Quebec	24

Number of vessels reported in office, tonnage, crews, and number of passengers inward, 1909:—

Sea-going vessels	637
Lake steamers	270
Schooners	27
Barges, tugs and steam yachts	15
	949

The tonnage of those vessels	2,190,756
Number of masters and crews	46,241
Number of passengers, inward	46,618

Pilotage.

Received by the Tour-de-Rôle pilots	$2,000 00
Received from Richelieu and Ontario Navigation Co.	805 00
Received at the office of Montreal from various ship masters	1,260 00
Total amount	$4,065 00

BRANCH PILOTS FOR AND BELOW THE HARBOUR OF QUEBEC, FOR 1910.

Number of pilots		92
	In	Out
Pilotage effected	824	810

Pilots dead during the year	3
Pension	1
The actual number of pilots in service is	88

APPENDIX No. 18.

MARINE HOSPITALS AND PORTS AT WHICH SICK SEAMEN WERE TREATED.

GEORGE J. DESBARATS, Esq.,
Deputy Minister, Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of the transactions in the Marine hospital service for the fiscal year ended March 31, 1910.

I have the honour to be, sir,
Your obedient servant,

C. H. GODIN, M.D.,
Medical Superintendent, Marine hospital service.

MARINE HOSPITAL SERVICE—REPORT FOR THE YEAR 1909-10.

Amount of appropriation	$70,000 00
Amount of expenditure	63,709 16
Balance	$6,290 84

EXPENDITURE BY PROVINCES.

Province.	Number of Seamen.	Number of Days.	Total Expenditure.
			$ cts.
Nova Scotia	1,682	14,880	28,763 48
New Brunswick	589	3,634	8,210 46
Prince Edward Island	230	1,026	2,874 33
Quebec	628	6,322	11,495 24
British Columbia	500	5,465	10,881 32
General Account			1,484 33
	3,629	31,327	63,709 16

TABLE showing the expenditure for each Port.

Nova Scotia.

Port.	Number of Seamen.	Number of Days.	Total Expenditure.	
			$	cts.
Advocate Harbour	5	7	85	40
Amherst	6	150	203	25
Annapolis Royal	9	75	175	65
Apple River	1	....	10	00
Arichat	18	....	250	00
Baddeck	11	....	83	00
Barrington	13	105	353	75
Barton	8	301	471	53
Bear River	2	30	162	84
Belliveau Cove	1	60	21	43
Bridgewater	45	72	267	05
Canning	3	....	23	75
Canso	98	170	522	21
Cheticamp	24	62	419	90
Clarks Harbour	40	367	751	62
Clementsport	3	42	116	15
Digby	40	100	491	31
Economy	2	....	33	75
Freeport, Westport and Tiverton	42	674	588	76
Glace Bay	27	3	167	75
Guysboro	2	....	5	25
Halifax General Hospital	239	6,285	9,558	00
Halifax City Hospital	1	22	112	21
Hantsport	5	8	27	80
Ingram Port	1	....	8	40
Isaacs Harbour	3	....	47	50
Jeddore	2	....	8	00
Jordans Bay	1	....	5	00
Kentville	1	70	55	00
Kingsport	1	....	5	00
La Have	4	....	495	75
Liscomb	7	....	67	00
Liverpool	6	505	389	84
Lockport	8	100	134	68
Louisburg	18	458	1,331	07
Lunenburg	32	989	1,191	48
Mahone Bay	32	....	158	85
Maitland	1	....	1	00
Marble Mountain	2	....	8	60
Margaree	1	....	3	50
Margaretsville	5	28	71	60
Meteghan	4	42	199	63
North Sydney	268	18	1,167	60
Northport	9	10	34	10
North East Harbour	1	....	5	00
Parrsboro	65	....	302	45
Pictou	104	153	911	86
Point Tupper & Hawkesbury	19	37	300	14
Port Clyde	1	....	13	00
Port Dufferin	5	....	19	25
Port Greville	15	49	135	00
Port Hastings	5	....	30	00
Port Latour	29	28	194	75
Port Morien	15	....	125	00
Port Mulgrave	3	....	9	50
Port Wade	2	106	162	93
Pubnico	11	....	226	00
Pugwash	2	....	6	50
River Hebert	7	....	34	50
Salmon River	2	63	255	92
Sandy Cove	21	56	317	50
Sydney	74	1,459	2,148	13
Sheet Harbour	4	....	15	25
Shelburne	4	9	44	75
Springhill	10	281	255	35
Spry Bay	2	....	21	20

TABLE showing Expenditure for each Port—*Continued.*

Nova Scotia—Continued.

Port.	Number of Seamen.	Number of Days.	Total Expenditure.
			$ cts.
St. Peters, L'Ardoise and River Bourgeois	43		194 00
Tidnish	1	59	201 14
Tusket Wedge	6		22 80
Wallace	2		9 75
Walton	3	23	84 05
Weymouth	21	127	249 87
Windsor	43	60	193 00
Yarmouth	101	1,617	1,989 53
Totals	1,682	14,880	$28,763 48

New Brunswick.

Port.	Number of Seamen.	Number of Days.	Total Expenditure.
Alma	1		19 65
Beaver Harbour	3		68 00
Bathurst	3	84	412 43
Buctouche	11		17 25
Baie Verte and Cape Tormentine	25		342 50
Campbellton	78		403 25
Caraquet	11		14 00
Chatham and Douglastown	41	388	992 95
Dalhousie	34	28	254 09
Dorchester	9		41 45
Fredericton	5	10	44 55
Grand Harbour	2	28	52 50
Hillsboro and Hopewell Cape	47	48	222 02
Moncton	27		200 00
North Head	5		30 00
Port Elgin	1		5 75
Richibucto	6	26	226 00
Riverside	4		15 85
Shediac	16		200 00
Shippegan	4		9 50
St. Andrews	3		33 75
St. John Public General Hospital	248	3,001	4,529 50
St. George	2		20 95
St. Martins	2		13 50
St. Stephens	1	21	41 02
Totals	589	3,634	$8,210 46

Prince Edward Island.

Port.	Number of Seamen.	Number of Days.	Total Expenditure.
Alberton	8		19 00
Crapaud	1		65 50
Cardigan	3		62 15
Charlottetown Hospital	18	431	666 50
Georgetown	5		19 75
Montague	15		30 85
Murray Harbour	40	15	401 35
New London	3		45 20
Prince Edward Island Hospital	19	493	739 50
Rustico	2		16 74
Souris	67	87	416 79
Summerside	36		260 25
Tignish and Miminegash	11		116 65
Vernon River	2		14 10
	230	1,026	2,874 33

TABLE showing Expenditure for each Port—*Continued.*

Province of Quebec.

Port.	Number of seamen.	Number of days.	Total expenditure.
			$ cts.
Alexandra Hospital, Montreal	8	209	503 00
Batiscan	1		10 00
Beauport	1	61	74 00
Chicoutimi	4	380	467 50
Fraserville and Rivière du Loup	2	7	15 25
Gaspé	34	7	204 00
Grande Rivière	6		47 75
Matane	8	24	94 35
Montreal General Hospital	164	1,582	2,457 55
Notre Dame Hospital, Montreal	135	1,697	2,563 50
New Richmond	3		44 50
Paspebiac and New Carlisle	35	49	185 49
Percé	5		6 25
Port Daniel	3		22 75
Jeffery Hale Hospital, Quebec	75	1,936	2,906 25
Hotel-Dieu, Quebec	15	207	310 50
Rimouski	3		13 00
Sault au Mouton	7		124 00
Seven Islands	4		77 00
Sorel	4		9 50
St. Johns	84	25	622 50
Three Rivers	27	138	736 70
	628	6,322	11,495 24

British Columbia.

Port.	Number of seamen.	Number of days.	Total expenditure.
Chemainus	6	100	521 44
Nanaimo	246	208	808 00
New Westminster	6	187	187 00
Prince Rupert	2	9	25 00
St. Joseph's Hospital	9	245	353 00
St. Paul's Hospital, Vancouver	142	3,035	4,552 50
Union Bay and Cumberland	19	206	879 25
Victoria	70	1,475	3,555 13
	500	5,465	10,881 32

General Account.

	$ cts.
Travelling Expenses	436 13
Grants	600 00
Printing and stationery	446 85
Express	1 35
	1,484 33

TABLE showing Expenditure for Treatment, Board Supplies, &c.

—	Nova Scotia	New Brunswick.	Prince Edward Island.	Quebec.	British Columbia.	General Account.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Board in hospitals and private houses	13,811 34	4,888 11	1,437 04	9,324 00	6,808 51	
Medical and surgical treatment	5,232 10	1,015 10	906 79	467 25	518 75	
Medical officers and keeper's salaries	6,610 87	2,076 21	512 50	1,546 24	2,250 00	
Fuel	787 85	52 10	....	....	312 40	
Drugs and instruments, &c	474 68	2 50	....	....	207 46	
Burials	60 00	26 00	10 00	....	34 75	
Telephone	137 63	26 00	....	....	66 00	
Water	117 00	....	....	....	35 80	
Transportation	169 13	40 44	8 00	134 75	8 45	436 13
Repairs and maintenance	948 13	....	....	....	558 65	
Special nursing	414 75	83 00	....	23 00	....	
Light	....	....	....	....	80 55	
Grants	....	....	....	....	....	600 00
Printing and stationery	....	....	....	....	....	446 85
Express charges	....	....	....	....	....	1 35
Total	28,763 48	8,210 46	2,874 33	11,495 24	10,881 32	1,484 33

TABLE showing amount of Salaries paid to Medical Officers and Keepers during 1909-10.

Nova Scotia.	$ cts.
Annapolis Royal—	
Medical officer	120 00
Arichat—	
Medical officer	250 00
Barrington—	
Medical officer	225 00
Bear River—	
Medical officer	150 00
Canso—	
Medical officer	375 00
Clarks Harbour—	
Medical officer	104 17
Digby—	
Medical officer	250 00
Keeper	86 45
Freeport, Westport and Tiverton—	
Medical officer	300 00
Glace Bay—	
Medical officer	150 00
Liverpool—	
Medical officer	100 00
Lockport—	
Medical officer	83 33
Louisburg—	
Medical officer	250 00
Keeper	300 00
Lunenburg—	
Medical officer	300 00
Keeper	150 00
North Sydney—	
Medical officer	400 00

Nova Scotia—Continued.	$ cts.
Parrsboro—	
Medical officer	300 00
Pictou—	
Medical officer	400 00
Keeper	200 00
Point Tupper—	
Medical officer	100 00
Keeper	144 00
Port Gréville—	
Medical officer	75 00
Port La Tour—	
Medical officer	31 25
Port Morien—	
Medical officer	125 00
Sandy Cove—	
Medical officer	100 00
Sydney—	
Medical officer	500 00
Keeper	300 00
St. Peters', L'Ardoise and River Bourgeois—	
Medical officer	187 50
Weymouth—	
Medical officer	104 17
Windsor—	
Medical officer	50 00
Yarmouth—	
Medical officer	400 00
	6,610 87

TABLE showing amount of Salaries paid to Medical Officers and Keepers during 1909-10—*Continued.*

New Brunswick.	$ cts.
Bathurst—	
Medical officer	140 00
Cape Tormentine and Baie Verte—	
Medical officer	37 50
Campbellton—	
Medical officer	350 00
Douglastown—	
Medical officer	450 00
Keeper	250 00
Dalhousie—	
Medical officer	72 69
Hillsboro and Hopewell Cape—	
Medical officer	176 02
Moncton—	
Medical officer	200 00
Richibucto—	
Medical officer	200 00
Shediac—	
Medical officer	200 00
	2,076 21
Prince Edward Island.	
Murray Harbour—	
Medical officer	37 50
Souris—	
Medical officer	225 00
Summerside—	
Medical officer	250 00
	512 50

Quebec.	$ cts.
Gaspé—	
Medical officer	200 00
Paspebiac and New Carlisle—	
Medical officer	133 74
St. John—	
Medical officer	600 00
Three Rivers—	
Medical officer	612 50
	1,546 24
British Columbia.	
Chemainus—	
Medical officer	450 00
Nanaimo—	
Medical officer	600 00
Victoria—	
Medical officer	600 00
Keeper	600 00
	2,250 00
Total amount of salaries	12,99582

TABLE showing Expenditure for treatment, comprising Doctors' Services, Doctors' Travelling Expenses, Drugs and Board.

Nova Scotia.

Ports.	Doctors' Services.	Doctors' Travelling Expenses.	Drugs.	Board.	Total Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Advocate Harbour	13 00	42 00	7 75	3 50	66 25
Amherst	89 00	11 50	6 30	96 45	203 25
Annapolis Royal	18 00		5 50	32 15	55 65
Apple River	1 00	8 00	1 00		10 00
Baddeck	13 00	29 00	41 00		83 00
Barrington	34 00	41 00	5 75	48 00	128 75
Barton	124 00	99 00	56 45	128 53	407 98
Bear River				12 84	12 84
Belliveaus Cove				21 43	21 43
Bridgewater	135 50	12 00	66 85	51 45	265 80
Canning	6 00	13 00	4 75		23 75
Canso	25 00		122 21		147 21
Cheticamp	65 50	60 50	138 90	31 00	295 90
Clarks Harbour	254 00	179 00	101 05	113 40	647 45
Clementsport	20 00	73 00	5 15	18 00	116 15
Digby	28 00	84 00	42 86		154 86
Economy	5 00	28 00	0 75		33 75
Freeport, Westport and Tiverton				288 76	288 76
Glace Bay	12 00		3 50	2 25	17 75
Guysboro	3 00		2 25		5 25
Halifax Victoria General Hospital				9,427 50	9,427 50
Halifax City Hospital	23 00	46 00	27 50	15 71	112 21

TABLE showing Expenditure for treatment, comprising Doctors' Services, Doctors' Travelling Expenses, Drugs and Board—*Continued.*

Nova Scotia—Continued.

Ports.	Doctors' Services.	Doctors' Travelling Expenses.	Drugs.	Board.	Total Expenditure.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Hantsport	16 00		3 80	8 00	27 80
Ingram Dock	1 00	3 00	1 00		5 00
Isaacs Harbour	11 00	21 00	15 50		47 50
Jeddore	2 00	5 00	1 00		8 00
Jordans Bay	4 50		0 50		5 00
Kentville					55 00
Kingsport	2 00		3 00		5 00
La Have	134 00	257 50	71 25		462 75
Liscomb	14 00	42 00	11 00		67 00
Liverpool	5 00			251 79	256 79
Lockport	6 00		0 50	40 85	47 35
Louisburg				222 38	222 38
Lunenburg				515 00	515 00
Mahone Bay	112 00		46 85		158 85
Maitland	1 00				1 00
Marble Mountain	5 00	2 00	1 00		8 00
Margaree	1 00		2 50		3 50
Margaretsville	9 00	36 00	11 60	12 00	68 60
Meteghan	93 00	59 00	26 20	21 43	199 63
North Sydney	18 00	134 00	504 85	90 00	746 85
Northport	18 00	0 50	5 60	10 00	34 10
North East Harbour	1 00		4 00		5 00
Pictou				69 85	69 85
Point Tupper				17 14	17 14
Port Clyde	12 00		1 00		13 00
Port Dufferin	6 00	10 00	3 25		19 25
Port Greville	26 00	1 00	8 50	24 50	60 00
Port Hastings	26 00		4 00		30 00
Port LaTour	90 00	59 50	2 00	12 00	163 50
Port Mulgrave	5 00		4 50		9 50
Port Wade	17 00	82 00	18 50	45 43	162 93
Pubnico	97 00	97 50	31 50		226 00
Pugwash	4 00		2 50		6 50
River Hebert	11 00	13 00	10 50		34 50
Salmon River	16 00	176 00		22 50	214 50
Sandy Cove	101 00	60 00	22 50	34 00	217 50
Sydney				670 28	670 28
Sheet Harbour	7 00	5 00	3 25		15 25
Shelburne	15 00	9 50	2 50	4 50	31 50
Springhill				252 90	252 90
Spry Bay	11 00	6 00	4 20		21 20
St. Peter, L'Ardoise & River Bourgeois.	3 00		3 50		6 50
Tidnish	10 00	36 00	63 00	52 14	161 14
Tusket Wedge	13 00	3 00	6 80		22 80
Wallace	5 00	2 00	2 75		9 75
Walton	42 00		15 00	10 05	67 05
Weymouth	32 00		7 75	92 00	131 75
Windsor	74 00		33 00	36 00	193 00
Yarmouth	5 00			785 56	790 56
	1,950 50	1,846 50	1,435 10	13,811 34	19,043 44

New Brunswick.

Ports.	Doctors' Services.	Doctors' Travelling Expenses.	Drugs.	Board.	Total Expenditure.
Alma	2 00	16 00	1 65		19 65
Beaver Harbour	10 00	43 00	15 00		68 00
Bathurst	119 50			65 13	184 63
Buctouche	11 00		6 25		17 25
Baie Verte and Cape Tormentine	159 00	75 00	71 00		305 00
Campbellton	45 00				45 00
Caraquet	11 00		3 00		14 00
Chatham and Douglastown				190 56	190 56

TABLE showing Expenditure for treatment, comprising Doctors' Services, Doctors' Travelling Expenses, Drugs and Board—*Continued.*

New Brunswick—Continued.

Ports.	Doctors' Services.	Doctors' Travelling Expenses.	Drugs.	Board.	Total Expenditure.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dalhousie	97 50		52 90	21 00	171 40
Dorchester	26 50	4 50	10 45		41 45
Fredericton	27 00		6 15	11 40	44 15
Grand Harbour	8 00	30 00	3 00	11 50	52 50
Hillsboro and Hopewell Cape				46 00	46 00
North Head	13 00	12 00	5 00		30 00
Port Elgin	4 00		1 75		5 75
Richibucto				26 00	26 00
Riverside and Harvey	6 00	2 00	7 85		15 85
Shippigan	5 00		4 50		9 50
St. Andrews	8 00	21 00	2 15		31 15
St. John	1 00	7 00		4,501 50	4,509 50
St. George	12 00		8 95		20 95
St. Martins	11 00		2 50		13 50
St. Stephens	23 00		3 00	15 02	41 02
	599 50	210 50	205 10	4,888 11	5,903 21

Prince Edward Island.

Alberton	12 00		7 00		19 00
Cardigan	33 00		29 15		62 15
Charlottetown Hospital	9 00		3 00	646 50	658 50
Crapaud	33 00	16 50	16 00		65 50
Georgetown	12 00		7 75		19 76
Montague	19 90		11 85		30 85
Murray Harbour	203 00	41 50	110 60	8 75	363 85
New London	9 00	25 00	11 20		45 20
Prince Edward Island Hospital				739 50	739 50
Rustico	6 00	6 00	4 74		16 74
Souris	90 50		49 00	42 29	181 79
Summerside	6 00		4 25		10 25
Tignish and Miminegash	39 00	42 00	35 65		116 65
Vernon River	10 00		4 10		14 10
	481 50	131 00	294 29	1,437 04	2,343 83

Province of Quebec.

Alexandra Hospital (Montreal)			61 00	418 00	479 00
Batiscan	7 00		3 00		10 00
Beauport Asylum				74 00	74 00
Chicoutimi				456 00	456 00
Fraserville and River du Loup	5 00	1 00	2 25	7 00	15 25
Gaspé				4 00	4 00
Grande Rivière	18 00	20 00	9 75		47 75
Matane	26 00	5 00	15 25	48 00	94 25
Montreal General Hospital				2,374 55	2,374 55
Montreal Notre-Dame Hospital				2,545 50	2,545 50
New Richmond	15 00	12 00	17 50		44 50
Paspebiac and New Carlisle				36 75	36 75
Percé	5 00		1 25		6 25
Port Daniel	6 00	3 00	13 75		22 75
Jeffery Hale				2,903 00	2,903 00
Hotel-Dieu				310 50	310 50
Rimouski	3 00		7 00		10 00

TABLE showing Expenditure for treatment, comprising Doctors' Services, Doctors' Travelling Expenses, Drugs and Board—*Continued.*

Province of Quebec—Continued.

Ports.	Doctors' Services.	Doctors' Travelling Expenses.	Drugs.	Board.	Total Expenditure.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Sault au Mouton	7 00	63 00	54 00		124 00
Seven Islands	11 00	50 00	16 00		77 00
Sorel	4 00	0 50	5 00		9 50
St. Jean				22 50	22 50
Trois Rivières				124 20	124 20
	107 00	154 50	205 75	9,324 00	9,791 25

British Columbia.

Ports.	Doctors' Services.	Doctors' Travelling Expenses.	Drugs.	Board.	Total Expenditure.
Chemainus				71 44	71 44
Nanaimo				208 00	208 00
New Westminster				187 00	187 00
Prince Rupert	14 00			9 00	23 00
St. Joseph's Hospital, Victoria				353 00	353 00
St. Paul's Hospital, Vancouver				4,552 50	4,552 50
Union Bay and Cumberland	211 50	123 00	170 75	374 50	879 25
Victoria				1,053 07	1,053 07
	225 00	123 00	170 75	6,808 51	7,327 26

DETAILED EXPENDITURE FOR FUEL.

Nova Scotia—		
Louisburg Marine Hospital	$166 50	
Lunenburg Marine Hospital	173 00	
Pictou Marine Hospital	135 15	
Sydney Marine Hospital	124 20	
Yarmouth Marine Hospital	189 00	
		$787 85
New Brunswick—		
Douglastown Marine Hospital		52 10
British Columbia—		
Victoria Marine Hospital		312 40
Total expenditure for fuel		$1,152 35

DETAILED EXPENDITURE FOR WATER SUPPLY.

Nova Scotia—		
Pictou Marine Hospital	$100 00	
Sydney Marine Hospital	17 00	
		$117 00
British Columbia—		
Victoria Marine Hospital		35 80
Total expenditure for water		$152 80

DETAILED EXPENDITURE FOR TELEPHONE SERVICE.

Nova Scotia—		
Lunenburg Marine Hospital	$27 00	
Sydney Marine Hospital	75 63	
Yarmouth Marine Hospital	35 00	
		$137 63
New Brunswick—		
Douglastown Marine Hospital		26 00
British Columbia—		
Victoria Marine Hospital		66 00
Total expenditure for telephone		$229 63

DETAILED EXPENDITURE FOR REPAIRS AND MAINTENANCE.

Nova Scotia—		
Louisburg Marine Hospital	$142 53	
Lunenburg Marine Hospital	9 77	
Pictou Marine Hospital	6 86	
Sydney Marine Hospital	419 41	
Yarmouth Marine Hospital	369 56	
		$948 13
British Columbia—		
Victoria Marine Hospital		558 65
Total expenditure		$1,506 78

DETAILED EXPENDITURE FOR DRUGS, INSTRUMENTS AND OTHER SUPPLIES.

Nova Scotia—		
Louisburg Marine Hospital	$249 66	
Point Tupper Marine Hospital	39 00	
Sydney Marine Hospital	41 61	
Liverpool Marine Hospital	28 25	
North Sydney Marine Hospital	20 75	
Yarmouth Marine Hospital	95 41	
		$474 68
New Brunswick—		
Douglastown Marine Hospital		2 50
British Columbia—		
Victoria Marine Hospital		207 46
Total expenditure		$684 64

GRANTS TO SEAMEN'S SOCIETIES.

Montreal Catholic Sailors' Club	$200 00
Montreal Seamen's Institute	200 00
St. John, N.B., Seamen's Mission	200 00
	$600 00

DETAILED EXPENDITURE FOR LIGHT.

British Columbia, Victoria Marine Hospital	$80 55

DETAILED EXPENDITURE FOR TRANSPORTATION.

Nova Scotia—	
Advocate Harbour	$ 19 15
Barton	26 05
Bridgewater	1 25
Halifax	90 50
Ingram Port	3 40
Liverpool	4 80
Lunenburg	2 71
Margaretsville	3 00
Parrsboro	2 45
Salmon River	6 42
Springhill	2 45
Walton	3 00
Weymouth	3 95
	$169 13
New Brunswick—	
Bathurst	4 80
Campbellton	8 25
Chatham	21 79
St. John	2 60
St. Martin	3 00
	$40 44
Prince Edward Island—	
Charlottetown	8 00
Province of Quebec—	
Alexandra Hospital, Montreal	24 00
Fraserville	3 50
Montreal General Hospital	83 00
Montreal Notre Dame	18 00
Jeffrey Hale Hospital, Quebec	3 25
Rimouski	3 00
	$134 75
British Columbia—	
Prince Rupert	$2 00
Victoria	6 45
	$8 45
Medical Superintendent's travelling expenses	$436 13
Total expenditure for transportation	$796 90

DETAILED EXPENDITURE FOR SPECIAL NURSING.

Nova Scotia—		
Barton	$ 37 50	
Cheticamp	124 00	
La Have	33 00	
Lockport	4 00	
Louisburg	14 00	
Salmon River	35 00	
Shelburne	13 25	
Tidnish	40 00	
Walton	14 00	
Yarmouth	100 00	
		$414 75
New Brunswick—		
Bathurst		83 00
Province of Quebec		23 00
Total expenditure for nursing		$512 75

DETAILED EXPENDITURE FOR BURIALS.

Nova Scotia—		
Halifax	$40 00	
Weymouth	10 00	
Yarmouth	10 00	
		$60 00
New Brunswick—		
Dalhousie	$10 00	
St. John	17 00	
		27 00
Prince Edward Island—		
Souris		10 00
British Columbia—		
Victoria		34 75
Total expenditure for burials		$131 75

MISCELLANEOUS.

Printing and stationery	$446 95
Express charges	1 35
	$448 30

TOTAL NUMBER OF VOUCHERS FOR EACH PROVINCE.

General account	23
Nova Scotia	613
New Brunswick	123
Prince Edward Island	93
British Columbia	122
Quebec	119
	1,093

TABULAR STATEMENT showing diseases for which seamen received treatment during 1909-10.

General diseases—851.

Smallpox	7
Measles	8
Scarlet Fever	3
Influenza	106
Mumphs	4
Diphtheria	13
Cerebro Spinal Fever	2
Enteric Fever	86
Choleric Diarrhœa	14
Epidemic Diarrhœa	2
Dysentry	62
Beriberi	1
Malarial Fever	36
Erysipelas	29
Septicemia	36
Tubercle	32
Syphilis	84
Gonorrhœa	145

Diseases dependent on animal parasites—

Scabies	8
Tenia	1
Scurvy	1
Alcoholism	3
Rheumatism	149
Gout	1
Osteoarthritis	3
New growth, non-malignant	4
New growth, malignant	1
Anemia	2
Diabetes Mellitus	2
Congenital malformations	1
Debility	2
Tetanus	3

Local diseases—2,037.

Diseases of the nervous system—104—

1. Of the nerves—

Neuritis	18
Multiple Neuritis	1

2. Of the spinal cords and membranes—

Inflammation	3

3. Of brains and membranes—

Hemorrhage	2
Meningitis	1
Anemia	1

TABULAR STATEMENT showing diseases for which seamen received treatment during 1909-10—*Continued.*

Diseases of the nervous system—*Continued.*

4. Functional nervous diseases, with other diseases of undetermined nature—

Apoplexy	1
Paralysis	9
Spasm	
Epilepsy	3
Vertigo	
Headache	2
Neurasthenia	12
Neuralgia	47
Hysteria	1

5. Mental diseases—

Insanity	3

Diseases of the eye—116—

Conjunctivitis	44
Keratetis	5
Ulceration of cornea	9
Iritis	20
Optic Neuritis	1
Abcess of lacrymal sac	6
Blepharitis Marginalis	12
Abcess of eyelid	13
Ecchymosis of eyelid	6

Diseases of the ear—65—

Inflammation of external meatus	9
Accumulation of wax or epidermus	3
Inflammation of middle ear	51
Abcess axilla	2

Diseases of the nose—9—

Inflammation of septum	1
Necrosis of septum	3
Inflammation of sinuses	2
Inflammation of neso-pharynx	3

Diseases of the circulatory system—39—

Pericarditis	2
Endocarditis	9
Valvular diseases	27
Aneurism heart	1

Inflammation muscular substance heart—55—

Angina Pectoria	2
Arteritis	6
Degeneration of arteries	4
Phlebitis	2
Varicose ulcer	41

Tabular Statement showing diseases for which seamen received treatment during 1909-10—*Continued.*

Diseases of the respiratory system—368—	
Inflammation of larynx	18
Bronchitis	182
Spasmodic Asthma	24
Congestion of lungs	2
Hemorrhage of lungs	11
Pneumonia	38
Broncho-Pneumonia	11
Abcess of lungs	1
Phtisis	35
Pleurisy	50
Empyema	1
Injury to lungs	2
Diseases of the digestive system—416—	
Inflammation of the mouth	1
Ulceration of mouth	1
Abcess of dental periosteum	8
Toothache	68
Necrosis Alveoli	3
Sore throat	7
Inflammation of tonsils	58
Inflammation of the pharynx	15
Post Pharingeal abcess	3
Inflammation of the stomach	171
Ulceration of the stomach	10
Hemorrhage of the stomach	1
Dilatation of the stomach	1
Indigestion	48
Vomitting	10
Gastralgia	11
Inflammation of the intestines—	
Enteritis	30
Typhilitis	6
Colitis	11
Appendicitis	16
Duodenitis	1
Intestinal obstruction	5
Constipation	21
Diarrhœa	60
Fistula in ano	6
Prolapsus of rectum	1
Ulcer of rectum	1
Piles	34
Inflammation of the liver	37
Jaundice	9
Hernia	47
Inflammation of hepatic ducts and gall bladder	9
Calculi	2
Biliary colic	1
Inflammation of the peritoneum	18
Dropsy	1

Tabular Statement showing diseases for which seamen received treatment during 1909-10—*Continued.*

Diseases of the limphatic system—68—

Inflammation of the limphatic glands	64
Diseases of the thyroid body	2
Goitre	2

Diseases of the urinary system—101—

Acute nephritis	9
Bright's Disease	48
Abcess perinephritis	2
Calculi in kidney	4
Calculi in ureter	3
Heamaturia	2
Albuminuria	1
Lithuria	2
Phosphaturia	1
Inflammation of the bladder	29

Diseases of the generative system—214—

Urethritis	6
Stricture of urethra	24
Inflammation of the prostrate	9
Phimosis	12
Paraphimosis	14
Inflammation of the glands	3
Soft chancre	4
Inflammation of the scrotum	49
Inflammation of the spermatic cord	12
Varicocele	32
Inflammation of the testicles	28
Epididymitis	19
Cryptorchidism	2

Diseases of the organs of locomotion—53—

Inflammation of the bones—	
Osteitis	2
Periostitis	6
Caries	2
Inflammation of the joints	36
Dislocation of ankles	6
Dislocation of spine	1

Psoas, lumbar and other abscesses—46—

Lumbago	42
Sciatica	1
Inflammation of bursea	3

Diseases of the connective tissues—10—

Cellulitis	8
Abcess	1
Gangrene	1

TABULAR STATEMENT showing diseases for which seamen received treatment during 1909-10—*Continued.*

Diseases of the skin—104—

Erythema	3
Urticaria	1
Eczema	14
Herpes	1
Dermatitis	2
Acne	1
Seborrhea	2
Ulcer	13
Boils	46
Carbuncles	8
Whitlow	7
Onychia	2
Ringworm	1
Frostbite	3

Injuries—691.

General injuries—41—

Effects of heat	3
Burns and scalds	32
Multiple injury	1
Suffocation (drowning)	3
Shock	2

Local injuries—650—

Rupture of muscles	2
Wounds of muscles	4
Burns and scalds of skin	26
Wounds scalp	22
Fracture of vault of skull	2
Concussion of brain	3
Contusion of eyelid	2
Wound of eyelid	4
Wound of eyeball	3
Foreign bodies in nose and other cavities	2
Wound of neck	3
Wound of chest	1
Contusion of chest	2
Fracture of ribs	27
Sprain of back	7
Wound of back	4
Contusion of abdomen	1
Contusion of upper extremities	127
Sprain of shoulder	5
Sprain of elbow	3
Sprain of wrist	43
Sprain of hand	3
Wound of upper extremities	20
Fracture of clavicle	17
Fracture of scapula	9
Fracture of humerus	58

TABULAR STATEMENT showing diseases for which seamen received treatment during 1909-10—*Continued.*

Local injuries—*Continued.*	
Fracture of radius	13
Fracture of ulna	22
Fracture of radius and ulna	28
Fracture of carpus, metacarpus and phalanges	4
Dislocation of humerus	22
Dislocation of phalanges and thumb	4
Contusion of lower extremities	19
Sprain of hip	10
Sprain of knee	19
Sprain of ankle	57
Sprain of foot	12
Fracture of femur	9
Fracture of patella	4
Fracture of tibia	15
Fracture of febula	4
Fracture of tibia and febula	1
Fracture of bones of foot	3
Malingery	1
Vaccination	1
Incomplete reports	2

Total number of seamen treated—3,629.

APPENDIX No. 19.

SIGNAL SERVICE, CANADA.

The Deputy Minister, Marine and Fisheries,
Ottawa.

SIR,—I have the honour to inclose herewith the annual report of the Signal Service, 1909-10.

I have the honour to be, sir,
Your obedient servant,

HERBERT McGREEVY,
Superintendent of Signal Service.

SIGNAL STATIONS.

Name.	Description.
Montreal	Telephone.
Longue Pointe	"
Verchères	"
Sorel	"
Three Rivers	"
Batiscan	"
St. Jean Deschaillons	"
Portneuf	"
St. Nicholas	"
Cap Rouge	"
Quebec	"
Grosse Isle	Telegraph.
Crane Island	Telephone.
L'Islet	Telegraph.
Village des Aulnaies	"
Rivière du Loup	"
Father Point	"
Little Métis	"
Matane	"
Cape Chatte	"
Martin River	"
Cape Magdalen	"
Fame Point	"
Cape Rosier	"
Point Maquereau	"
Cape Despair	"
Point Escuminac	"
West Point	"
Southwest Point	"
South Point	"
Heath Point	"
Bersimis	"
Point des Monts	"

SIGNAL STATIONS—*Continued.*

Name.	Description.
Point Amour	"
Belle Isle	"
Amherst Island	"
Cape St. Lawrence	"
St. Paul Island	"
Cape Ray	"
Flat Point	"
Cape Race	"

Montreal, Bersimis and Grosse Isle are stations for reporting vessels, not for signalling purposes.

Signal Service, 1909-10.

From April 1 to 25, 1909, bulletins were issued at Quebec, daily at 10.30 a.m., from April 26 to December 23, daily at 10 a.m. and 3 p.m., and from December 24, 1909, to March 31, 1910, daily at 10.30 a.m.

These bulletins contain information respecting ice and weather conditions, and movements of vessels. They were distributed, in Quebec, to the various parties interested in navigation. They were also telephoned to Montreal, and there given to to the Shipping Federation, Board of Trade and others interested, by telephone. I think it would be advisable to issue these reports in Montreal and distribute them, as well as in Quebec.

During the season of navigation, the quarantine station at Grosse Isle and the pilot station at Father Point were informed daily of the movements of inward-bound vessels.

Weather and ice conditions were wired daily to Halifax and Sydney, during April and May, 1909, and March, 1910, also to the signal stations at Cape Ray and Cape Race from April 20 to May 31, 1909, for the benefit of inward-bound vessels inquiring for same.

Arrangements have been made to open a signal station at the Cape Salmon lighthouse. This station should prove of great value, being situated half way between Father point and Quebec. It will also be of much service to vessels from the Saguenay river, bound west.

Another station will be opened during the coming year at Money Point, Cape Breton, for the benefit of vessels bound to and from Sydney.

The old stone tower at Verchères has been leased for a period of five years, with the right of purchase. This tower is supposed to have been built in the latter part of the seventeenth century, and has a most interesting history, the main feature being its defence against the Iroquois, in 1692, by Mlle. de Verchères.

The building makes an ideal signal station.

The office of the signal service in Montreal was transferred in March, 1910, from the Harbour Commissioners' building to No. 223 Commissioners' street, where the Montreal agency of the Department of Marine and Fisheries is situated.

Telephone System.

This service, which extends from Montreal to Quebec over a private telephone line rented from the Bell Telephone Company, and from Quebec to Crane island over the public service line of the same company, has proved of great value, not only from a signal service point of view, but to the Department of Marine and Fisheries generally. In particular to the dredging fleet of the River St. Lawrence ship channel and to the lighthouse and buoy service.

Previous to the inauguration of this service, it was not unusual for steamers, inward or outward bound, to have to wait several hours at Quebec for pilots, owing to the uncertainty as to the whereabouts of the different vessels expected. Now the pilots for above and below Quebec are kept constantly informed of the movements of all vessels on the river, with the consequence that no delays are incurred. The same may be said of the steamship agents, railway companies and others interested in the arrival of vessels, both at Montreal and Quebec.

OPENING OF NAVIGATION.

QUEBEC.

1909.

The steamer *Aranmore* left on April 4 for north shore points, going as far as Esquimaux point, and arrived back on the 13th.

The steamer *Bonavista,* from Sydney, arrived on April 21.

The steamer *Hero,* from Philadelphia, arrived on April 28.

The *Corinthian* arrived on April 29, the first transatlantic steamer of the season.

The first Royal mail steamer to arrive was the *Empress of Ireland,* on May 1.

The first vessel to leave for Montreal was the *Bonavista,* on April 23.

The first vessel to arrive from Montreal was the *Murray Bay,* of the Richelieu and Ontario Navigation Company, on April 25.

1910.

The steamer *General Wolfe* left on March 24 for Esquimaux point and intermediate points, and arrived back on the 30th.

The small steamer *Mahone* arrived from Seven islands on March 25.

MONTREAL.

1909.

The *Longueuil,* of the Richelieu and Ontario Navigation Company, commenced running on April 16.

The *Bonavista,* from Sydney, arrived on April 23.

The first transatlantic vessel to arrive was the *Corinthian,* on May 1.

CLOSING OF NAVIGATION.

QUEBEC.

1909.

The last Royal mail steamer was the *Victorian,* which sailed on November 12.

The last of the regular transatlantic vessels were the *Montreal* and *Cairntorr,* on November 26.

The last steamer to leave port was the *Fornebo,* on December 4.

The last steamer to arrive from Montreal was the *C. Sundt,* on December 1.

The last vessel to arrive from below was the *Canada,* on December 4, from Gaspé.

MONTREAL.

1909.

The last transatlantic vessels to sail was the *Montreal,* on November 26.

The last vessel to sail was the *C. Sundt,* on November 30.

ICE.

SPRING AND SUMMER, 1909.

The general ice conditions in the Gulf of St. Lawrence and Cabot straits were rather less severe than usual, and steamers were not hampered to any great extent after May 1. The last ice was seen in the Cabot straits on May 17.

The remarkable feature was the great number of bergs reported by the Cape Race station, and the very early date at which they appeared. As many as two hundred were counted in sight at the same time. The bergs were first seen in the beginning of April, and continued passing until the middle of August.

In the Strait of Belle Isle the field ice was heavy, and was seen in diminishing quantities until July 16.

As at Cape Race, bergs appeared very early and in very large numbers. The last was seen on September 7.

Above Quebec, the river was solid from Montreal to Quebec, owing to the ice-bridge having taken at Cap Rouge.

On April 3, owing to the work done by the C.G.S. *Montcalm*, the ice-jam at Cap Rouge was finally broken up. From that date the *Montcalm* continued working in the ice until the 16th, when it arrived at Three Rivers. In the meantime the *Lady Grey* had worked down from Sorel, and with the help of the *Montcalm* succeeded in opening up Lake St. Peter on April 17. The *Lady Grey* arrived in Montreal on April 19, the channel being then open from Montreal to Quebec.

WINTER, 1910.

Ice conditions in the river and gulf of St. Lawrence were the most favourable for many years, and a very early opening of navigation is assured.

Ice, weather and wind conditions, and sealing news were collected from various points in the gulf during February and March, and wired to Halifax, Nova Scotia, and St. John's, Newfoundland, for the benefit of the sealing fleets.

Above Quebec, owing to the excessively mild winter, the ice conditions were very light.

From a little above Three Rivers down to Quebec the channel was open throughout the winter. From Montreal down, the river was frozen solid on December 26.

Two ice-jams occurred at the narrows below Cap Rouge, the first on January 19 about 7 p.m., and which was broken up the next day by the ice-breakers *Montcalm* and *Lady Grey*; the second on March 15 at 1 p.m., and which was broken up the same evening at 6.30 p.m.

The C.G.S. *Lady Grey* left Quebec on March 16 at 8.15 a.m., and arrived at Three Rivers at 3.45 p.m.

The C.G.S. *Montcalm* left Quebec on March 20 at 11 a.m., and arrived at Three Rivers at 5.50 p.m.

From the dates of their arrival at Three Rivers, the boats worked daily in the ice above, but up to March 31 had not succeeded in getting through to Sorel.

An interesting item of navigation was the running, throughout the winter, of the ferry steamer, a small summer boat, between Three Rivers and Ste. Angele de Laval.

ITEMS OF NAVIGATION.

1909-10.

The C.G.S. *Montcalm* left Quebec on December 18 for Seven islands, and arrived back on December 23, 1909.

The C.G.S. *Montcalm* left Quebec on March 3, 1910, for Seven islands, and arrived back on March 6.

The small steamer *Mahone*, during the winter of 1910, made a number of trips between Rivière du Loup wharf and Tadousac.

The first transatlantic steamer to take the Belle Isle route passed Point Amour outward bound on June 12, name unknown. The route was not generally used until after the first week in July. The first communication with Belle Isle was on June 24, when the Marconi station was opened.

Navigation was opened on the Saguenay river on May 8 by the steamer *Tadousac* of the Richelieu and Ontario Navigation Company.

The first transatlantic steamer to enter the Saguenay was the *Norden*, on May 15.

Signalling by Marconi Wireless Telegraph System.

Throughout the season of navigation, messages have been received from the different wireless stations, giving ice and weather conditions and movements of steamers.

The service given by this system was of great value, particularly during foggy weather.

Messages were transmitted with promptness and efficiency.

Herbert McGreevy,
Superintendent Signal Service.

Halifax Signal Station.

Sir,—Please find inclosed herewith Shipping Report, stating number of vessels reported arrived and passed port of Halifax during the period from April 1, 1909, to the end of fiscal year, March 31, 1910.

I am, sir, yours obediently,

Wm. Walkam, Lieut., R.C.E.
Superintendent of Signals.

To the Agent,
Marine and Fisheries Department, Halifax.

CITADEL SIGNAL STATION.

RECORD OF SHIPPING, as per record folio, from April 1, 1909, to March 31, 1910.

1909-10	Men of War. British.			Men of War Foreign.			Steamers, 1st Class.			Steamers, 2nd Class.			Ships, Barques and Barquentines.			Brigs and Brigantines.			Schooners, 3 mts or bearing Pt. Signal.			Monthly Total.		
	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.
April	...	...	...	...	...	...	52	52	...	48	48	...	3	3	...	2	2	...	7	7	...	112	112	...
May	1	1	...	...	...	...	43	43	...	65	65	...	2	2	...	...	...	...	12	12	...	123	123	...
June	...	...	...	...	...	...	48	47	1	78	78	...	...	...	...	1	1	...	10	9	1	137	135	2
July	...	...	...	...	...	...	52	52	...	63	63	...	1	1	...	2	2	...	11	11	...	129	129	...
August	...	...	...	...	...	...	55	53	2	82	82	...	1	1	...	...	...	...	8	8	...	146	144	2
September	...	...	...	1	1	...	59	59	...	63	63	...	1	1	...	...	...	...	6	6	...	130	130	...
October	...	...	...	...	...	...	55	54	1	52	52	...	...	...	...	...	...	...	6	6	...	113	112	1
November	...	...	...	...	...	...	57	56	1	53	53	...	1	1	...	...	...	...	4	4	...	115	114	1
December	...	...	...	...	...	...	61	60	1	50	50	...	...	...	...	...	...	...	6	6	...	117	116	1
January	...	...	...	...	...	...	55	54	1	40	40	...	1	1	...	1	1	...	2	2	...	99	98	1
February	...	...	...	...	...	...	57	57	...	35	35	...	1	1	...	...	...	...	4	4	...	97	97	...
March	...	...	...	...	...	...	62	62	...	45	45	...	...	...	...	2	2	...	5	5	...	114	114	...
Totals	1	1	...	1	1	...	656	649	7	674	674	...	11	11	...	8	8	...	81	80	1	1432	1424	8

Total vessels reported	1,432
" arrived	1,424
" passed	8

W. WALKAM, Lieut., R.C.E.,
Superintendent of Signals, Halifax, N.S.

HALIFAX, N.S., April 2, 1910.

CAPE RACE, May 23, 1910.

SIR,—I am in receipt of yours of the 12th instant, and I beg to say that the duties performed by me as signal officer during the year are about the same as have been performed all the previous years, to signal all passing vessels and report them to their owners or agents as they wish.

I have also to report by telegram to Lloyds the name of every steamer that passes bound from Europe to Canada or the United States, and I fill monthly sheets for Lloyds with the names of all vessels that pass in the different directions during the month. I send two reports daily to Quebec on the condition of weather, and report the passing of steamers inward and outward, and also send condition of ice if any. All hands attend to the signal station in turn or when required.

I am, sir, yours respectfully,

J. MYRICK,
Keeper, Cape Race.

ST. PAULS ISLAND, May 24, 1910.

SIR.—Replying to your letter of the 12th instant, directing me to report to your office the duties performed by me as signal officer during the fiscal year ending March 31 last.

I beg to report as follows. I returned to this station from sick leave on May 6, 1909, and found the cable to the mainland broken. Had the station overhauled, new halyards rove, flags all taken out, dried and replaced.

May 26.—British steamer *Spleroid* signalled inward noon; replied, cable communications interrupted.

June 21.—British steamer *Philac* signalled inward 2.30 p.m.; replied, cable communications interrupted.

July 10.—British steamer *Portland* signalled outward 11.45; replied, cable communications interrupted.

July 18.—Read name on steamer *Ocland*, outward noon; did not signal.

August 28.—Cable repaired noon. Norwegian barque *Robert Scrafton* signalled inward 4 p.m.; reported to signal service.

September 12.—German barque *T.E.R.J.* signalled outward noon; reported to signal service.

October 27.—Read name on steamer *Urania* outward; did not signal.

December 1.—Cable broken. December 22, cable repaired.

June 12, 1910.—Lowered topmast and gaff, and unrove halyards for the winter.

From March 1 to 31.—Every clear day I climbed to the highest part of the island to observe the condition of the ice, and reported the same to the signal service, tri-weekly or daily as instructed.

Any time when a ship was seen approaching the island, I proceeded to the signal station, and remained there till she either signalled or it became evident she did not intend to do so.

I am, sir, your obedient servant,

JOHN M. CAMPBELL,
Superintendent, St. Pauls Island.

FLAT POINT, May 15, 1910.

SIR.—I beg to inclose a summary of the duties performed as signal agent during the fiscal year ended March 31, 1910.

I am, sir, yours obediently,

JOHN G. PETERS.

REPORT.

Flat Point signal station, N.S., April 1, 1909, to March 31, 1910, summary of duties performed.

March 10, 1909.—Instructed by superintendent of signal service to telegraph tri-weekly reports.

April 10, 1909.—Instructed telegraph two reports daily (Sundays included).

December 11, 1909.—Instructed to discontinue reports.

Number of first-class steamers reported inward, 811; barques, 5; barquentines, 12; brigantines, 21. Signals exchanged with inward or outward ships, 351. Names and time all vessels passed abeam of station were entered in official log-book.

Daily reports summarized and telegraphed Halifax papers.

Furnished Dominion Coal Company special reports of ice condition, winds, weather, and a report of time their steamers sighted, time abeam (day and night).

Furnished Dominion Iron and Steel Company daily report of ice and weather conditions, also with a copy of gulf signal service ice report, April and May.

Signalled instructions to four Black Diamond steamers and one Elder Dempster liner to proceed elsewhere.

Signalled compass directions to four steamers requiring pilots.

Reported one vessel (*Myrtel V. Hopkins*) in distress, to Dominion Coal Company.

Telephoned gulf ice report, meteorological forecasts, velocity and direction of wind here to eight steamer captains.

Advised five steamers to remain in port on account of ice conditions or storms outside: *Fornebo, Louisburg, Kronprins Olav, Cape Breton* and *Fritzoe.*

Furnished Dominion Coal Company synopsis from log, giving weather, wind direction and velocity, ice conditions, duration fogs, ships inward and outward, name and time, for months of November, December, January and February, taking in for each year, from 1905 to 1909.

Furnished Nova Scotia Steel and Coal Company data, giving the maximum velocity recorded during gales, 1904 to 1908.

Number of steamers, giving names and registered tonnage, arriving at Sydney, 1909, was compiled for a New York dry dock construction company.

Miscellaneous data *re* tides, movements of steamers, ice, &c., was given pilots, yachtsmen and private parties by letter, telephone and telegraph.

JOHN G. PETERS.

To Acting Agent Marine and Fisheries,
Halifax.

WESTPORT, May 16, 1910.

SIR,—My first duty is to go to the signal station in the morning and ascertain whether there are any ships, barques or steamers inward bound, and if any, to report at once to the signal officer at Custom House at St. John, N.B. This requires prompt attention at all hours of the day until sundown; secondly, to report to the agent at St. John when any of the gas buoys is out of position or the light is not burning; thirdly, to post weather forecasts twice per day at post office and custom house; fourthly, to hoist storm signals when notified, which often keeps one watching at the telephone until midnight; fifthly, generally when the boats are here for the purpose of placing buoys in position, I render service, as I am well acquainted with the bay and all the ledges surrounding the island; sixthly, when telegrams arrive for captains of Dominion Government steamers on station, I carry them off, and receive and bring all messages in return. Thus you see my duties are multifarious.

I am, sir, your most obedient servant,

F. J. MORRELL,
Signal Officer.

APPENDIX No. 20.

LIST of shipment of live stock shipped from Montreal during season of 1909-10.

Months.	Sheep.	Cattle.	Horses.	U. S. Cattle.
1909.				
May	....	14,173	2	2,212
June	452	10,243	17	2,352
July	....	14,152	12	627
August	60	16,083	4	917
September	1,104	15,837	13	924
October	....	13,331	78	131
November	....	10,495	142	64
	1,616	94,314	286	7,227

FROM ST. JOHN, N.B.

Months.	Cattle.
1909.	
December	2,933
1910.	
January	400
February	1,105
March	194
	4,632

United States cattle are included in 94,314.

DIFFERENT Ocean Lines by which the Live Stock was shipped during the season 1909-10, from Montreal.

Number.	Ocean line.
Allan Line	10,870
Athenia	3,456
British and North Atlantic	7,089
Cairn Line	12,669
Cassandra	4,335
C.P.R.	27,749
Donaldson	8,137
Dominion	3,515
Elder-Dempster	6
Leyland	1,209
Manchester	8,918
Manchester	8,918
Parthenia	3,857
Thomson	2,504
	94,314

DIFFERENT Ocean Vessels by which the Live Stock was shipped during season 1909-10, from St. John.

Salacia	679
Montrose	431
Cassandra	176
Monmouth	548
Lakonia	16
Lake Michigan	711
Athenia	783
Montezuma	297
Montcalm	415
Manchester Mariner	99
Montreal	477
	4,632

TOTAL Shipments of Live Stock from Canada to Ports in Great Britain.

	Cattle.	Sheep.	Horses.
From St. John, N.B.,			
Dec., 1909—			
Glasgow	1,549		
London	836		
Bristol	548		
Jan., 1910—			
Manchester	99		
London	301		
Glasgow		....	10
Feb., 1910—			
London	603		
Glasgow	87		
Bristol	415		

TOTAL Shipments of Live Stock from Canada to Ports in Great Britain—*Continued.*

	Cattle.	Sheep.	Horses.
From St. John, N.B.—*Continued.*			
Mar., 1910—			
London	176		
Glasgow	4.632	....	12
Total	4,632	....	22
From Montreal, Que., 1909-10:—			
May, 1909—			
Glasgow	1,750	....	12
Liverpool	6,537	....	1
London	3,660	....	9
Manchester	1,211		
June, 1909—			
Glasgow	1,092	....	17
Liverpool	3,765	452	
London	4.238		
Manchester	1.148		
July, 1909—			
Glasgow	3,248	....	12
Liverpool	5,128		
London	4,930		
Manchester	908		
Aug., 1909—			
Glasgow	2,843		
Liverpool	5,939	....	2
London	6.692	60	
Manchester	869		
Sept., 1909—			
Glasgow	2,369	....	13
Liverpool	6,051		
London	6,458		
Manchester	959		
Oct., 1909—			
Glasgow	2,021		
Liverpool	5,599	893	
London	5,754		
Manchester	844		
South Africa	6	211	
Bristol		....	1
Nov., 1909—			
Glasgow	2,110	....	12
Liverpool	1,953		
London	5,420	....	5
Manchester	912		
Total	94,314	1,616	84

NOTE.—In October, 1909, 17 mules were shipped to South Africa; in November, 1909, 125 mules were shipped to South Africa.

COMPARATIVE STATEMENT of the number of Cattle shipped from Canada to British ports from the years 1902-3 to 1909-10.

—	Sheep.			Cattle.			Horses.			Totals.		
	Montreal.	St. John.	Halifax.	Montreal.	St. John.	Halifax.	Montreal.	St. John.	Halifax.	Sheep.	Cattle.	Horses.
1909-10.....	1,616	Nil.	Nil	94,314	4,632	Nil.	286	Nil.	Nil.	1,616	98,946	286
1908-9......	10,111	151	"	99,830	22,923	3,097	116	65	"	10,262	125,850	181
1907-8......	11,585	4,168	"	96,977	20,210	Nil.	174	51	"	15,753	127,187	225
1906-7......	10,791	1,371	"	128,160	31,148	"	661	57	"	12,162	159,308	718
1905-6......	19,077	3,971	"	126,871	33,543	1,042	568	79	"	23,048	161,456	647
1904-5.. ...	49,422	17,283	"	108,553	33,833	745	279	213	"	66,715	143,131	492
1903-4... .	57,741	23,428	1,475	133,594	25,855	5,456	361	31	31	82,644	164,905	423
1902-3	61,017	19,310	426	147,201	37,453	3,856	373	115	17	80,753	188,510	503

APPENDIX No. 21.

SABLE ISLAND.

December 29, 1909.

To Chas. H. Harvey, Esq.,
Agent Marine and Fisheries, Halifax.

Sir,—I beg to submit the following report for the year ending December 31, on equipment, repairs to buildings, patrol, and other information relating to the year's work.

WRECKS AND CASUALTIES.

No known wrecks have occurred during the year. During August a French fishing dory injured, marked *St. Mals*, drifted ashore on the south side. Late in October about 15 bundles of cedar shingles and several dozen apples were picked up on south side. No marks on the shingles.

The wrecked steamship *Skilby*, lying on the north side, broke amidships in November; several plates on the starboard are started.

BOATS AND APPARATUS.

An old surf boat of inferior model and the *Despatch* boat were sent off. The installation of the Marconi wireless station rendered the *Despatch* unnecessary.

A new surf boat of satisfactory model was received to replace the old one sent off. I again call your attention to the necessity of replacing the old lifeboat sent off some years ago from No. 4 station; also a lifeboat to replace the *Grace Darling*, 55 years old, at No. 3 station; a Beebe-McLellan boat would, I think, be suitable.

PATROL.

The island was patrolled forty-four times in the morning and eight times at night.

STAFF CHANGES.

James Ritcey, keeper of No. 3 station, resigned, and left the island. Stewart Glazebrook was appointed to succeed him.

BUILDING AND REPAIRS.

No. 1 Station.—Concrete platform or pavement laid around three sides of superintendent's dwelling. Concrete wall under one end of horse stable and floor of concrete laid under nine horse stalls. Lookout repaired, and fitted with new topmast.

No. 2 Station.—Concrete water tank of 1,200 gallons capacity built, all repaired and altered. Roof of dwelling shingled south side.

No. 4 Station.—New lookout staff built, west end light; repairs to barn roof and cowl on light. East end light. Repair to barn roof.

FARMING.

A fair quantity of vegetables and hay were raised and stored, although the season was unusually dry.

Live Stock on hand—
65 head of cattle.
30 trained horses.
2 imported stallions.
5 imported mares.
5 hogs.
200 wild ponies.

Stock Killed—
9 beeves, weighing 6,775 pounds.
10 hogs, weighing 1,885 pounds.

Shipped—
1 despatch boat.
1 surf boat.
109 barrels cranberries.
Salted hides.
32 wild ponies.

Salved ex-SS. 'Skilby'—
54 tons coal.

Bedding and sailors' clothing on hand—

15 mattresses.
50 pairs blankets.
10 pillows.
30 spreads.
1 piece ticking.
16 jackets.
13 pairs pants.
11 vests.
20 shirts.
13 caps.
15 suits underclothing.
30 pairs brogans.
17 pairs socks.

CENSUS.

No. 1 Station.—Superintendent, R. J. Boutiller and family, 3; Captain, Wm. Byrne; Cook, H. Howell; Super., J. Dunn; Boatmen, A. Nifort, M Noonan, D. Trider, A. Whare, H. DeYoung—8.

No. 2 Station.—Keeper and Coxswain, R. Naugle and family—4.

No. 3 Station.—Keeper, Stewart Glazebrook and wife; Assistant, E. Osborne—3.

No. 4 Station.—Keeper and Chief of Staff, G. Soderburg and wife; Assistants, George Malaly, A. Naugle—4.

West End Light.—Keeper, A. J. Horne and family; Assistant, Jas. Horne—6.

East End Light.—Keeper, John Gregoire and family; Assistant, H. Naugle—6.

Marconi Wireless Telegraph Station.—Chief, J. D. Taylor; Operators, D. Feenell, P. Healey, —Rabbitts; Cook, W. White—5.

Total—39.

Your obedient servant,

R. J. BOUTILIER,
Superintendent, Sable Island.

APPENDIX No. 22.

STATEMENT giving Names of Stations and Lightkeepers, &c., in the Dominion of Canada.

PRINCE EDWARD ISLAND.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Alberton Range	William Champion	Oct. 25, 1907	130 00
Annandale	Alfred Robertson	" 6, 1898	110 00
Block House	A. S. McNeil	Mar. 25, 1901	400 00
Brighton Range	Francis W. Hughes	Apr. 1, 1909	240 00
Brush Wharf	D. W. McPherson	Jan. 13, 1899	80 00
Crapaud, Outer	Abner J. Howatt	July 22, 1893	130 00
" Inner	James Inman	Aug. 13, 1901	130 00
Cardigan River	John W. Morrison	" 15, 1901	100 00
Cape Bear	Luther Jordan	Apr. 12, 1905	400 00
Cape Egmont	Jos. J. D. Gallant	Oct. 21, 1902	285 00
Cape Tryon	William Bell	Mar. 17, 1905	285 00
Cove Head Range	John A. Kielly	Nov. 27, 1890	100 00
Darnley Range	Geo. W. Wiggins	Oct. 16, 1896	150 00
Darnley basin	Chas. Taylor	June 14, 1897	80 00
East Point	L. R. J. McDonald	Jan. 18, 1901	800 00
Fish Island	Patrick Gould	Dec. 7, 1906	285 00
Georgetown, Inner	Jesse G. Clark	Aug. 14, 1901	150 00
Georgetown Railway Wharf	John Westaway	Jan. 16, 1906	130 00
Grand River East, Lot 56	Alfred Robertson	Oct. 5, 1898	130 00
Grand Tracadie	J. W. McDonald	May 24, 1901	130 00
Hazard, Inner Range	Angus Beaton	Nov. 21, 1902	80 00
" Outer Range	Daniel McRae	Apr. 6, 1900	80 00
Indian Point	J. S. Allen	May 18, 1898	400 00
Little Channel	William Hardy	" 26, 1875	130 00
Murray Harbour, Inner	Robert Penny	Nov. 11, 1897	75 00
" Outer	Lemuel McLeod	Dec. 21, 1897	75 00
Miminegash, Inner	Elijah Costain	May 18, 1906	75 00
" Outer	Patrick O'Brien	" 14, 1897	80 00
New London	James H. McLeod	Jan. 29, 1896	150 00
North Cape	James Phee	Sept. 4, 1897	360 00
North Rustico	Jos. N. Pino	Feb. 6, 1897	150 00
Orwell	John McDonald	June 25, 1879	80 00
Pointe Prim	Alex. McRae	Dec. 10, 1897	300 00
Panmure	Colin Steele	June 3, 1901	400 00
" E. A.	Mathias Condon	Aug. 4, 1908	380 00
Sandy Island, (Cascumpec)	Jas. C. Tuplin	May 5, 1897	360 00
Savage Harbour	Jas. A. McDonald	July 11, 1889	130 00
Sea Cow Head	M. P. O'Roneghan	Apr. 21, 1873	330 00
Souris, East	John D. Lavie	June 23, 1905	345 00
Summerside Wharf	John Fraser	Apr. 12, 1897	130 00
Summerside Range	George W. Bell	Apr. 10, 1909	80 00
St. Andrew, Point	George Connor	June 3, 1901	150 00
St. Peters Island	James W. Taylor	May 1, 1897	400 00
St. Peters harbour	Albert Anderson	July 25, 1900	150 00
Tignish Run	Agapè Gaudet	Aug. 30, 1897	150 00
Warren Farm Range	A. S. McNeil	May 16, 1907	100 00
West Point	William McDonald	Jan. 22, 1876	360 00
Wood Island	Roderick W. McKay	Apr. 11, 1899	395 00
Wood Island Range	James Young	Nov. 14, 1902	100 00
Wrights Range	Charles Wright	June 14, 1894	130 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

NOVA SCOTIA.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Abbott Harbour	W. H. D'Entremont	May 22, 1888	100 00
Advocate Harbour	John H. Morris	Aug. 10, 1904	300 00
Amet Island	Lloyd Rogers	Nov. 11, 1902	460 00
Amherst Harbour Range	William Shea	May 21, 1908	180 00
Amherst Pt. Wharf	W. A. Downie	" 3, 1909	60 00
Annapolis Wharf, Town of Annapolis	Jos. McMillan	Mar. 1, 1908	100 00
Annapolis	Jos. McMillan	" 1, 1908	100 00
Apple River Light and Fog Alarm	Hill E. Elderkin	" 31, 1905	800 00
Argyle	Chas. A. Amiro	Feb. 6, 1893	460 00
Arichat	Cap. Wm. Lavashe	Oct. 17, 1898	325 00
Arisaig	Hugh R. McAdam	Nov. 14, 1898	130 00
Avon River Bridge	Windsor E. Lt. Co	Oct. 13. 1892	200 00
Baccaro	Wm. L. Smith	Jan. 9, 1907	485 00
Barrington Lightship	Capt. Jno. H. Lyons	June 18, 1897	850 00
Battery Point	Henry Naas	Mar. 12, 1897	385 00
Bear River	Wm. Hunt	Apr. 10, 1905	180 00
Beaver Harbour	L. G. Cameron	Feb. 15, 1902	150 00
Beaver Island S. E	Theo. Sampson	Oct. 13, 1892	100 00
Bear Island	Michael O'Brien	Dec. 7, 1906	300 00
Beaver Island, Lt & F. A	W. E. O'Leary	Feb. 22, 1900	800 00
Belliveau Cove	J. H. Belliveau	" 16, 1889	100 00
Betty Island	P. E. Christian	June 29, 1904	530 00
Biglow Pt.	Earnest Mitchell	Mar. 31, 1909	100 00
Bird Island	H. C. McKay	May 21, 1901	460 00
Black Rock	Chas. Robinson	Mar. 16, 1885	360 00
Black Rock Point	M. D. Morrison	June 8, 1892	300 00
Boars Head	F. Ruggles	May 24, 1901	400 00
Bass River	David Vance	Oct. 24, 1907	100 00
Borden Wharf	Fredk. Clarke	May 1, 1904	110 00
Bon Portage	Angus Greenwood	Jan. 14, 1907	425 00
Briar Island Light	J. N. Peters	June 6, 1901	460 00
Briar Island Fog Alarm	B. H. Morrell	June 6, 1901	500 00
Brooklin Pier	Howard Godfrey	Feb. 6, 1885	80 00
Bunker's Island	F. H. Doane	July 27, 1904	425 00
" North End	Jas. H. Schoville	Jan. 16, 1907	240 00
Budget	Freeman Pride	Dec. 7, 1905	240 00
Burnt Coat	Wm. Y. Falkner	June 22, 1898	300 00
Bourgeois Inlet	Marian Burke	Dec. 1, 1902	80 00
Campbells Island	John A. McDonald	Feb. 16, 1907	150 00
Candlebox Island	Benjamin Leblanc	Nov. 1, 1892	385 00
Canso Harbour and False Passage	Joseph Long	Dec. 31, 1896	385 00
Canso Harbour Range	Wm. J. Mathews	Dec. 17, 1904	240 00
Cape D'Or Fog Alarm	F. H. P. Dewis	April 13, 1898	800 00
Cape Fourchu Light and Fog Alarm	T. S. Doane	Dec. 31, 1904	960 00
Cape George	John Murray	Nov. 3, 1882	265 00
Cape La Ronde	John J. Mauger	Nov. 16, 1898	385 00
Cape North, Lt & F. A	Norman McLeod	Oct. 14, 1899	400 00
Cape Rosebay Light and Fog Alarm	John L. McKenna	Mar. 31, 1899	960 00
Cape Sable " "	Arthur Cunningham	July 16, 1902	960 00
Cape Race " "	John Myrick	Nov. 1, 1897	2,000 00
Cape St. George	Alex. L. McEachern	Sept. 8, 1898	460 00
Cape St. Laurence	Chas. Jamieson	Sept. 21, 1893	460 00
Cape St. Mary	Benj. H. Robichaud	July 5, 1886	400 00
Cape Sharpe	Freeman Yorke	June 30, 1902	800 00
Canning River, Inner	Fred Clarke	April 29, 1902	110 00
" Outer	Fred W. Bishop	April 29, 1904	130 00
Caribou Island	D. Falconer	Dec. 20, 1902	385 00
Carter Island	Robert McDonald	Jan. 4, 1886	325 00
Caveau Point Range	Germain Chiasson	Aug. 20, 1897	180 00
Charlo Cove Light, F. & B	Stephen C. Richard	Nov. 4, 1901	180 00
Chebucto Head Light and Fog Alarm	Capt. Richard Holland	Oct. 1, 1906	960 00
Chester, East, Ironbound	Uriah Young	Feb. 15, 1884	485 00
Chéticamp	Marcelin Muise	Nov. 27, 1896	360 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Chéticamp Range	Philip Burgeois	May 23, 1898	180 00
Church Point	J. H. Saulnier	Aug. 8, 1878	200 00
Clarke Cove Range	Roderick McDonald	Apr. 2, 1904	130 00
Coffins Island	James E. Wentzell	June 2, 1909	380 00
Cold Spring Head	Willard Vanemburg	Oct. 6, 1909	150 00
Cole Harbour	Wm. M. Munro	April 23, 1907	75 00
Cole Harbour Range	Geo. C. Jamieson	Oct. 21, 1898	180 00
Country Harbour	Henry Burke	June 11, 1902	460 00
Cranberry Island Light and Fog alarm	James P. Hanlon	April 10, 1905	960 00
Crichton Head	H. H. Crichton	May 6, 1874	240 00
Cross Island Light and Fog alarm	W. H. Wynacht	April 13, 1893	960 00
Croucher Island	Geo. Croucher	Jan. 31, 1883	360 00
Crotch	C. J. O. Hanley	May 6, 1906	200 00
Dartmouth	Wm. Patterson	June 3, 1903	130 00
Devil Island Range, Ft and Bk	W. G. Fulker	May 3, 1886	510 00
Dimock Point	Windsor E. Lt. & Power Co.		130 00
Digby Pier Pole	Edwin Beaman	May 29, 1897	100 00
Dog Island	Simon Joyce	July 4, 1884	180 00
Dover Harbour	Edward Morash	Oct. 1, 1906	240 00
Duffus Point, inner	Alex. Fraser	Jan. 13, 1903	130 00
" outer	M. McLean	" 13, 1903	125 00
Economy Pole	Ingersoll L. McLellan	May 16, 1899	65 00
Egg Island	Howe H. Stoddard	Mar. 23, 1909	475 00
Eddy Point	Edward Mundell	July 28, 1903	485 00
Flat Point Light and Fog alarm	Thos. O'Neil	May 2, 1904	500 00
" "	C. N. Peters	Mar. —, 1910	460 00
Flint Island Light and Fog alarm	Michael Brean	Aug. 20, 1904	460 00
Fourchu Head, Light	Geo. Hardy	June 16, 1909	120 00
Fort Point	J. E. Misener	May 16, 1896	205 00
Freestone Islet	Michael Sampson	" 11, 1907	180 00
Fisherman Harbour	Théodore Beiswanger	Dec. 8, 1905	180 00
Gabarouse	Jas. McDonald	Nov. 22, 1890	195 00
Gilbert Point	Jos. W. Melanson	Aug. 18, 1894	300 00
George Island Light and Fog Bell	Robt. Ross	Jan. 18, 1876	325 00
Gillis Point	Hector McLean (M's. son)	Dec. 18, 1897	180 00
Glasgow Point	Abram Clory	July 25, 1894	180 00
Grande Dique	D. A. Kaulback	Feb. 17, 1908	60 00
Grand Etang	Sévérin B. LeBlanc	Mar. 25, 1905	80 00
Grand Passage, Briar Island	Chas. Buckman	Jan. 7, 1901	325 00
Great Bras d'Or Range Fr.	Alex. Fraser	May 13, 1903	130 00
" "	B. Malcolm McLean	" 13, 1903	125 00
Green Cove	A. J. Sallow	Dec. 28, 1900	205 00
Granville Centre	Henry Rooney	Feb. 24, 1904	95 00
Green Island (Arichat)	Wm. A. Duann	May 12, 1903	530 00
Green Island (Mahone Bay)	M. B. Pearl	Sept. 1, 1908	510 00
Gull Rock	L. D. Orchard	Jan. 1, 1877	485 00
Guion Island	James W. Hardy	" 30, 1903	510 00
Glace Bay Range F	Michael McNeil	Nov. 19, 1907	95 00
" " B	Angus McFarlane	" 19, 1907	95 00
Guysboro	Moses C. Scott	April 19, 1884	300 00
Harbour au Bouche	Capt. Patrick Webb	Feb. 19, 1896	300 00
Herring Cove	Wm. Brackett	Aug. 28, 1897	130 00
Henry Island	D. A. McLennan	" 1, 1907	460 00
Highland Village	W. A. Hennessy	May 6, 1905	65 00
Hobson Island	John D. Smeltzer	April 10, 1900	360 00
Horton Bluff	Mine S. M. Rathburn	Sept. 3, 1879	300 00
Hubbard Cove	Albert S. Coolin	Oct. 31, 1903	300 00
Harbour Island	Chas. G. Hodgson	June 16, 1908	345 00
Indian Harbour	Henry Boutilier	" 6, 1901	180 00
Ingonish Island	Robt. F. Warren	Sept. 17, 1903	400 00
" Harbour	Geo. A. Hines	April 17, 1909	150 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Isaacs Harbour	Ira L. Griffin	Apr. 28, 1894	265 00
Isle au Haute	Percy E. Morris	Aug. 2, 1904	530 00
Iona	F. X. S. McNeil	Nov. 16, 1901	130 00
Jeddore Rock	John W. Mitchell	Sept. 29, 1882	460 00
Jeddore Harbour Range	Jeremiah Harpell, ju.	Jan. 21, 1901	240 00
Jerome Point	Kenneth McAskill	July 30, 1901	325 00
Jerseyman Island	Alphonse Thériault	" 1, 1905	385 00
Jordan Pier	John Frederick	Dec. 19, 1906	130 00
Kidston Island	Donald McRae	May 17, 1892	240 00
Kingsport	C. H. Huntley	June 30, 1890	110 00
Ketch Harbour	Chas. Martin	May 19, 1905	100 00
L'Ardoise Range	M. J. Sampson	June 6, 1909	50 00
" "	Thos. Brymer	" 6, 1909	50 00
Lahave	W. H. Palmer	May 22, 1878	265 00
Lingan Head	John Walsh	July 4, 1904	240 00
Liscomb	James S. Henlow	Jan. 2, 1908	385 00
Little Dyke	S. Stewart	May 1, 1906	65 00
Little Hope	Capt. Almon Doggett	Oct. 22, 1901	745 00
Little Loraine Harbour	Patrick Gallant	Jan. 19, 1900.	120 00
Little Narrows	Alex. W. Ross	May 23, 1902	150 00
Liverpool Dolphin & Bridge	Town of Liverpool		30 00
Louisbourg	Philip Price	Nov. 8, 1897	350 00
Louisbourg Harbour Range	Thomas Connington	Oct. 6, 1897	240 00
Louisbourg Fog Alarm	D. A. Campbell	Mar. 20, 1902	920 00
Low Point Fog Alarm	Thos. O'Neil	May 2, 1904	500 00
Mabou Outer	E. Doyle	June 14, 1897	80 00
" Inner	Roderick McLean	Dec. 7, 1906	70 00
Mainadieu	John Pope	Sept. 11, 1902	385 00
Maitland Wharf	Harold Mckenzie		50 00
Margaree	John A. McRae	Feb. 28, 1907	460 00
Margaree, Harbour Inner	Miles A. Dunn.	June 8, 1901	70 00
" " Outer	R. McLellan	May 12, 1903	70 00
Margaretville	Capt. W. W. Gaucher	Mar. 12, 1909	180 00
Mary Joseph	John Baker	" 22, 1909	365 00
Marjories, Island	Michall McDonald	Sept. 22, 1909	100 00
Masstown Pole	G. W. Vance	June 29, 1898	60 00
Maugers Beach Light and Front Light	Wm. Iceton, sr.	July 6, 1903	800 00
Meteghan River	L. C. Comeau	Oct. 12, 1875	130 00
Mitcheners Point	William Currie	June 15, 1908	180 00
Medway Head	Wm. Atkins	Nov. 22, 1909	248 00
Moser Island	Samuel Moser	Nov. 6, 1885	385 00
Mullin's Point	James Mullins	June 8, 1892	240 00
Munro Point	Malcolm Buchanan	Oct. 25, 1905	150 00
McKenzies Point	Donald McAulay	Aug. 24, 1909	150 00
Musquodoboit, Harbour Range 'B'	Arch. M. Kent	Apr. 29, 1904	110 00
	Fred. Kent, assistant.	Mar. 11, 1908	50 00
" " " 'F'	Jeremiah Kent	Apr. 29, 1904	130 00
McNeil's Beach	Lauchlin McNeil	Aug. 6, 1884	80 00
McMillans Point	John B. Chisholm	Dec. 2, 1905	205 00
McNab's Island	Mathew Lynch	June 23, 1905	360 00
Naastown	C. W. Vance	" 29, 1898	65 00
North East Harbour Range	Levi Perry	June 17, 1899	250 00
Negro Island	Byron Nickerson	July 26, 1897	385 00
Neil Harbour	A. A. Buchanan	Aug. 14, 1899	180 00
North Canso	Robie McKay	Feb. 4, 1882	360 00
Noël	Geo. C. Davidson	Apr. 25, 1906	125 00
Ouitique Island	Fred. A. Burke	Feb. 16, 1907.	425 00
Parker Cove	Thomas Milner	Aug. 1, 1909	100 00
Page Island	Alfred M. Powell	Dec. 5, 1905	265 00
Parrsboro'	William Pettis	" 6, 1888	425 00
Pease Island	Thos. Baker	May 19, 1879	425 00
Peggy Point	Sydney H. Garrison	Dec. 22, 1902	400 00
Pennant	P. A. Gray	June 30, 1903	130 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Name of Station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Petite de Grat	E. Landry	Feb. 23, 1897	240 00
Pictou Bar	Wm. Munro	Nov. 22, 1890	460 00
Pictou Custom House	Chas Bone	June 14, 1907	100 00
Pictou Island, East end	Andrew McFarlane	" 8, 1892	460 00
Pictou Island Pier, West end	Chas. D. Patterson	Mar. 29, 1905	460 00
"	Hugh McLean	June 24, 1905	100 00
Pictou Harbour Range	David Lowden	July 12, 1897	225 00
Piper Cove	John C. McNeil	Dec. 18, 1897	150 00
Pointe Aconi	John Charles Bonner	Nov. 6, 1903	240 00
Point Edward Front	J. B. Rudderham	Jan. 15, 1905	300 00
" Back	A. J. Lewis	May 22, 1905	180 00
Pointe Prim Light, Fog Alarm, Digby	W. E. Ellis	Mar. 8, 1875	960 00
Pointe Tupper	Duncan Gillis	Apr. 1, 1906	360 00
Pomquet Island	M. Murphy	Dec. 18, 1890	400 00
Porter Point	F. W. Bishop	April 29, 1904	130 00
Port au Pique	Sam Creelman	May 2, 1901	65 00
Port Bickerton	Theodore O'Hara	Jan. 26, 1901	205 00
Port Felix	W. C. Boudrot	July 16, 1902	300 00
Port George	Geo. M. Foster	Nov. 19, 1897	130 00
Port Greville, Range	Ernest A. Hatfield	June 29, 1908	240 00
Pope Harbour	Jas. Bollong	Aug. 6, 1877	360 00
Port Hood	J. Allan McDonald	May 10, 1890	300 00
Port Hebert	Watson Burgess	July 26, 1892	180 00
Port Mouton	J. Oscar Campbell	April 29, 1898	385 00
Port Maitland	A. J. Sallows	Dec. 28, 1900	205 00
Port Medway	Wm. P. Atkins	Nov. 22, 1909	240 00
Port Medway Harbour	Samuel T. Foster	Feb. 17, 1899	100 00
Port Lorne	George D. Corbett	May 31, 1904	200 00
Port Wade	Chas. Slocum	Feb. 1909	50 00
Poulamon	Bartholomew Boudrot	Dec. 7, 1904	265 00
Pubnico	Geo. D. Amero	Feb. 6, 1893	370 00
Pugwash	Murdock McLeod	Dec. 10, 1897	360 00
Queensport,	W. E. Ehler	Aug. 13, 1906	385 00
Quaker Islands	Edward Fader	Feb. 9, 1910	*360 00
Red Island	John P. Campbell	Nov. 30, 1901	130 00
Redman Head	John Croft	1908	150 00
*Sable Island Humane Station	R. J. Boutillier, supt.	Nov. 13, 1884	700 00
St. Ann Harbour	Alex. Nicholson	June 5, 1905	180 00
†St. Pauls Island	John M. Campbell, supt.	Sept. 21, 1908	700 00
St. Esprit	Alex. W. Finlayson	April 12, 1905	510 00
St. Paul Island West Point	Archur Buchanan	Sept. 11, 1910	400 00
St. Paul Island Fog Alarm	M. J. McLeod	July 10, 1906	500 00
St. Paul Island, N.E. Point	Wm. Giles	Oct. 25, 1907	400 00
Salter's Head	Caleb Smith	June 21, 1888	80 00
Sambro Light and Fog Alarm	Alfred Gilkie	Jan. 8, 1867	800 00
Sambro Harbour Light	John H. Findlay	Dec. 7, 1899	130 00
Sambro Inner Island Light	Ephraim Smith	Jan. 3, 1900	130 00
Scattarie Light and Fog Alarm	John T. Martell	July 30, 1897	1.200 00
Seal Island Light and Fog Alarm	John Crowell	Oct. 14 1899	960 00
Seal Island Pole Light	Simon Joyce	July 4, 1884	180 00
Shafners Point	Jacob V. Roblee	May 29, 1897	180 00
Sheet Rock	Samuel Kenny	June 2, 1909	475 00
Sheet Harbour Passage	James Wambolt	May 11, 1887	75 00
Sand Spit (Shelburne Harbour),	Jas. G. Stephens	Mar. 11, 1903	325 00
Ship Harbour	Howard Palmer	Feb. 6, 1906	325 00
Shule Harbour	Capt. Clifford Patterson	Oct. 26, 1905	200 00
Sissiboo	Jas. Amiroult	July 11, 1899	240 00
Spencers Island	Baxter McLellan	July 21, 1904	130 00
Spencers Point	R. A. Spencer	April 1, 1870	130 00
Steven Point Range	Hugh Clark	Mar. 31, 1909	100 00

* With board for self, family and assistants and allowance for salaries of staff. † With 5 boatmen at $32 per month. ** With $25 for blowing fog horn.

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Concluded.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Stoddart Island	Ephraim Larkin	Mar. 18, 1806	265 00
Sydney Bar	George Nunn	June 20, 1872	345 00
Sydney Range Fr.	J. B. Rudderham	Jan. 15, 1905	300 00
" B.	B. A. J. Lewis	May 22, 1905	180 00
Terrence Bay	Samuel P. Slaunwhite	Oct. 13, 1903	130 00
Three Top Island	W. L. Munroe	" 28, 1879	360 00
Tor Bay	Jas. M. Webber	May 10, 1898	360 00
Troop Point	Ralph Troop	Jan. 23, 1906	130 00
Tusket River	Severin Leblanc	July 28, 1899	300 00
Victoria Beach	James Hinds	Mar. 7, 1901	130 00
Wallace Harbour	George Boyle	July 13, 1903	180 00
Walton Harbour	Lewis E. Burgess	" 13, 1903	180 00
Wedge Island	Wm. R. Church	Mar. 27, 1907	535 00
West Head Sable Island Cape	Wm. B. Smith, jr	April 12, 1890	240 00
West Ironbound Island	Howard M. Wolf	June 22, 1895	360 00
West Arichat Range, Front Station	Michael Gerrior	Sept. 1, 1904	100 00
" " Back Station	Edward Delory	" 1, 1904	100 00
Westhaver Island	Alfred Strum	" 25, 1888	240 00
Westport	E. W. Suthern	April 12, 1890	425 00
Whitehead	Capt. Jas. Wells	Oct. 20, 1897	555 00
Whycocomah	Murdock Matheson	Sept. 11, 1884	80 00
Woods Harbour	Jas. E. Goodwin	Aug. 27, 1900	265 00
Wolfville	J. L. Franklin	April 4, 1902	130 00
Wolf Point	Howard Palmer	Oct. 14, 1899	250 00
Yarmouth Harbour Corner Beacon	C. J. O'Hanly	May 6, 1905	200 00

NEW BRUNSWICK.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
Andersons Hollow Light	Aaron B. Copp	Mar. 30, 1903	155 00
Beaver Harbour	J. Melvin Eldridge	May 2, 1904	325 00
Beacon (St. John Harbour)	A. F. Shepherd		*380 00
Bliss Island	James H. McLeod	Oct. 17, 1900	485 00
Bathurst	Geo. C. Sutherland	Mar. 20, 1882	240 00
Belyeas Point	Mrs. Westfield Day	Nov. 21, 1906	100 00
Baie du Vin	John McLeod	Jan. 1, 1910	180 00
Buctouche Beacon	H. B. Robicheaud	June 21, 1884	180 00
" Bar	Jadus P. Cormier	July 26, 1902	240 00
Big Duck Island Fog Alarm	Rupert Burnham	June 25, 1906	700 00
Bridge Point Light	Harry Upton	Mar. 14, 1910	80 00
Belle Isle (Hatfields Landing)	Thos. W. Spragg	June 27, 1903	100 00
Bellony Point	Edward H. Egan	May 17, 1902	150 00
Black Lands Gully	Urbain Daigle	" 28, 1903	130 00
Cape Enrage Fog Alarm and Light	James G. Barbour	" 11, 1888	800 00
Cape Jourimain	A. J. P. Bent	Jan. 26, 1901	360 00
Cape Tormentine	J. R. Barry	Mar. 26, 1906	150 00
Caraquet	G. Laintaigne	June 16, 1888	240 00
" Lower Light	Frederic F. Doucet, jr.	Oct. 14, 1903	75 00
" " "	Patrice L. Legere	" 14, 1903	75 00
Coxs Point	Alexander McBain	May 26, 1898	100 00
Cassies Point	Placide Legere	June 2, 1909	*240 00
Cape Spencer Fog Alarm	John E. Collins	Nov. 22, 1909	1,000 00
Cherry Island	Harry Chaffey	Oct. 14, 1903	180 00
Cocagne Range	Dominique Gognen	" 14, 1907	200 00
Church Point (Buctouche)	D. O. Maillett	July 7, 1883	180 00
Dalhousie Harbour	James Arseneau	June 18, 1894	130 00
Dipper Harbour	Fenwick Belmore	Mar 12, 1895	155 00
Douglas Island and P.W. Montgomerys Isld.	Henry McNeil	Jan. 1, 1880	300 00
East Hd. Musquash	Chas. P. Hamm	" 14, 1879	385 00
Escuminac Alarm and Light	Kenneth R. McLennan	Mar. 7, 1892	920 00

* $25 for foghorn.

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

NEW BRUNSWICK—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Fox Island Upper, Light	Seymour Williston	June 4, 1902	300 00
" Lower "	George Mills	" 23, 1897	240 00
Fanjoys Point	William Fanjoy	Dec. 15, 1897	100 00
Flewelling's Wharf	Mary Flewelling	April 12, 1890	100 00
Fort Monckton	W. A. Casey	Jan. 1, 1909	85 00
Fort Folly	Amos. P. Belliveau	June 23. 1903	265 00
Gagetown	Fraser Fox	April 22, 1904	100 00
Grindstone Island Alarm	James R. Russell	Jan. 13, 1899	800 00
Gannet Rock Alarm	Coleman Dalzell	July 1, 1904	1,150 00
Green Head	Thos. E. Looney	" 14, 1886	200 00
Grant Beach	W. A. Davidson	April 3, 1909	120 00
Gull Cove	Lewis Frankland	Nov. 14, 1902	100 00
Goose Lake	John D. Brune	May 11, 1888	300 00
Grand Harbour	Lloyd C. Dakin	" 2, 1904	485 00
Grand Manan, Fog Alarm	George T. Tatton	Oct. 16, 1866	800 00
Grays Landing	B. F. McCutcheon	Mar. 6, 1907	80 00
Head Harbour Light and Fog Alarm	Chas. D. Hyliard	June 29, 1904	865 00
Heron Island	John A. D. Robertson	April 1, 1902	240 00
Hendrys Point, Washademoak Light	Miss A. M. Hendry	Mar. 15, 1899	100 00
Hay Island	Joseph Allain	May 21, 1895	180 00
Harpers Point	Lawrence Blakley	Sept. 9, 1887	95 00
Hampstead	Edgar B. Palmer	Nov. 6, 1900	100 00
Jemseg	Geo. F. Nevers	Nov. 24, 1884	100 00
Kouchibouguac	Henry Gagnon	June 26, 1908	180 00
Letete Fog Alarm and Light	Sydney Dines	Mar. 27, 1907	640 00
Light Ship (Miramichi)	Capt. Robt. McLean	April 12, 1902	800 00
Little Belledune (Miscou Gully)	J. A. Roberty	Feb. 21, 1905	300 00
Little Shippegan	Robt. McConnell, jr	Sept. 9, 1887	130 00
Long Point Bellisle Light	James A. Bates	June 1, 1907	100 00
Machias Seal Island Light and Fog Alarm	W. L. Harvey	July 8, 1904	1,200 00
McFarlane Point	Alex. McFarlane	Dec. 9, 1909	60 00
Midgic Bluff Light	Arthur Henderson	Oct. 4, 1894	200 00
Miscou	Joseph L. Robichaud	Nov. 11, 1902	800 00
Musquash	R. P. McDonald	Jan. 28, 1901	130 00
Middle Island	Michael Murray	April 10, 1902	240 00
Mark Point	Wm. Maloney	Nov. 7, 1903	150 00
McMann Point	Harvey R. McMann	Jan. 2, 1901	100 00
McFarlane Point	Alex. McFarlane	Dec. 3, 1909	60 00
Mulholland Point	Alvin Parker	June 13, 1901	200 00
Neguac	John Robinson	" 30, 1895	240 00
Neguac Range	Chas. McIntosh	Dec. 10, 1892	130 00
Negro Head Submarine Bell	Alfred Splane	Oct. 26, 1905	250 00
Negrotown Point	E. Ross	Mar. 5, 1878	460 00
Newcastle	Blackstock Matheson	April 18, 1898	100 00
Oak Point, St. John River Light	Mrs. Bessie May Francombe	Dec. 20, 1907	95 00
Oromocto Shoals Light	Sadie Brennan	Jan. 1, 1910	100 00
Oak Point (Miramichi) Light	John Bowie	June 2, 1906	130 00
Partridge Island Light and Fog Alarm	Hugh Andrews	May 1, 1906	1,200 00
Pokemouche Light	Michael Hayden	Oct. 17, 1888	300 00
Portage Island Light	Peter Morrison, Jr	May 17, 1892	325 00
Pt. Lepreaux	Robert L. Belding	June 30, 1905	450 00
Pt. Lepreaux Fog Alarm	Frank Frauley	" 30, 1905	900 00
Pea Point Light	Elias C. Dickson	Nov. 16, 1898	325 00
Passamaquoddy Bay Light, West	Joseph Kilpatrick	Feb. 3, 1898	485 00
" " East	Theobald Rooney	Jan. 1, 1896	425 00
Preston Beach	Stanislaus Preston	July 11, 1889	150 00
Petit Rocher	J. B. Boudreau	Feb 26, 1896	180 00
Peck Point L. and F. A.	Edwin Lockhart	Oct. 20, 1903	510 00
Poquesnide Light	Octave Hachey	July 12, 1881	265 00
Palmer Point	Robert E. Pickett	May 11, 1897	100 00
Pointe Brulee	Frank Gould	Jan. 13, 1899	85 00
Pointe du Chene	Thomas Harts	Feb. 17, 1905	100 00
Perry Point	John Carney	Sept. 25, 1900	100 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

NEW BRUNSWICK—*Concluded.*

Name of Station.	Name of Keeper.	Appointed.	Salary
			$ cts.
Quaco	Charles Brown	Nov. 25, 1884	400 00
〃 Breakwater	Fred M. Cochran	Mar. 25, 1892	155 00
〃 Fog Alarm	L. B. Bradshaw	Aug. 2, 1887	400 00
Robertson Point	Chas. W. Robertson	June 30, 1897	100 00
Richibucto	Peter F. Richard	May 30, 1895	210 00
〃 Beacon	Jude Robichaud	June 16, 1902	200 00
〃 Bar	Joseph F. Richard	June 16, 1902	180 00
** 〃 N., Beach	Fredk. McNeil	May 3, 1909	120 00
Reids Point	Whitney Lamb	April 1, 1909	80 00
Railway Wharf, Moffat Landing	Geo. Cumming	Jan. 1, 1880	130 00
Sapin Point	Victor Daigle	May 28, 1903	65 00
South Tracadie	Wm. C. Ferguson	Mar. 23, 1898	180 00
Swallow Tail	Geo Y. Dalzell	Mar. 18, 1893	485 00
St. Andrews	W. J. Pendlebury	April 10, 1889	320 00
St. Louis Gully	Honore H. Chaisson	July 16, 1909	100 00
St. John Harbour, L. & F. Bell	Andrew Shepherd	Dec. 9, 1909	405 00
Spruce Point	Bertie G. Hannah	Sept. 15, 1892	150 00
Sand Point	Richard Wagner	June 7, 1883	100 00
Shediac	M. Robinson	Dec. 29, 1873	300 00
Southern Wolf	Ethelbert Wright	Mar. 6, 1906	555 00
Shippigan	Adelard Savoie	April 2, 1906	350 00
Shippigan Gully Range Lights	John de Grace	June 4, 1889	180 00
Sheldrake Island	John A. Morrison	Jan. 3, 1910	240 00
Scuth West Head	Clyde S. Ingersoll	July 10, 1907	555 00
Stonehaven	Mrs. Elizabeth Scott	July 8. 1904	130 00
The Cedars	Forrest Williams	May 11, 1897	100 00
Tracadie	Fabien D. Basque	Aug. 20, 1904	300 00
Tiners Point Fog Alarm	Alfred Splane	Aug. 21, 1905	800 00
Wilmots Bluff	J. H. True	Sept. 12, 1899	100 00
Wards Point	Edward Lockhart	....	†510 00

† $250 for submarine Station.

QUEBEC AGENCY.

Algernon Rock and Stone Pillars	George Leclerc	July 30, 1901	700 00
Amherst Island	William Cormier	Apr. 26, 1871	400 00
Anse à l'Eau	Auguste Gingras	〃 1, 1909	65 00
Anse St. Jean	F. Lavoie	Mar. 13, 1889	65 00
Anticosti S. W. Pt.	Z. Lemieux	July 10, 1900	700 00
〃 W. Pt.	Alfred Malouin	〃 1, 1877	875 00
Bagot Bluff Anticosti	Emile Leprise	Apr. 18, 1903	960 00
Barachois de Malbaie	X. Lemieux	Mar. 6, 1903*	80 00
Bellechasse	Joseph Bilodeau	June 15, 1903	400 00
Belle isle, S W. End	Jean L. Thibodeau	Oct. 25, 1907	1,600 00
〃 N.E. End	Paul Thomas	July 8, 1904	1,350 00
Bersimis "R"	Henri Granier	Aug. 8, 1903	130 00
Bicquette	Louis Pinault	Oct. 6, 1900	800 00
Bird Rocks	Wilfred Bourque	Nov. 15, 1905	1,350 00
Brandy Pots	Alphonse Richard	Oct. 7, 1878	460 00
Brion Island	Procule Chevrier	June 23, 1905	460 00
Bonaventure River Wharf	Alexis Bourque	Feb. 25, 1909	50 00
Cap à l'Aigle	Electric Lt.	....	....
Cap Anguille	Alfred Patry	Oct. 9, 1908	1,200 00
Cap au Corbeau	Edouard Codé	〃 26, 1905	80 00
Cap aux Oies	Capt. Thos. Tremblay	May 1, 1888*	300 00
Cape Bauld	Edmond Fontaine	Sept. 1, 1905	1,000 00
Cap Chatte	Luc Côté	July 26, 1901	700 00
Cap Chatte Range	Urbain Chretien	〃 7, 1909	80 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

QUEBEC AGENCY—*Continued.*

Name of Station.	Name of Keepers.	Appointed.	Salary
			$ cts.
Cape Dogs	Ludger Bergeron	Sept. 11, 1909	680 00
" Despair	Charles Bourget	Nov. 1, 1897*	460 00
" Gaspé	Frs. Le Huquet	Oct. 22, 1896	700 00
" Madeleine "B"	J. F. Sasseville	June 9, 1886	800 00
" Norman	J. W. Campbell	Apr. 12, 1890	920 00
" Ray	E. H. Rennie	Oct. 19, 1884	1,000 00
" Rosier	Eug Costin	Nov. 4, 1890	960 00
" Salmon	Louis Bouchard	May 16, 1896	800 00
Carleton Wharf	Francis Cullin	July 12, 1907	75 00
" Point	Louis Bujold	May 25, 1899*	360 00
Chicoutimi Lights.			
Chicoutimi Wharf	André Harvey	May 30, 1889	65 00
Post St. Martin "B"	Frs. Gauthier	Apr. 22, 1907	75 00
" "F"	Alfred Pilote	" 22, 1907	75 00
Riv. du Moulin "B"	Luce Gourdeau	May 1, 1905	75 00
" "F"	George Tremblay	" 1, 1905	75 00
Riv. Caribou "B"	H. Simard	Mar. 1, 1905	75 00
" "F"	John Savard	" 1, 1905	75 00
Riv. Valin "R"	Gédéon Lavoie	June 7, 1909	60 00
" "F"	Maximin Lavoie	Summer, 1893	60 00
Savard Valin "R"	Dorilas Savard	July 18, 1904	130 00
Chlorydorme "R"	Magloire Coulombe	Oct. 15, 1904	130 00
Crane Island	Désiré Vézina	Apr. 25, 1904	360 00
Domaine "B"	Xavier Emond	May 30, 1908	80 00
" "F"	Edouard Guerard	" 30, 1908	80 00
Duthies Pt	B. V. Willett	Oct. 16, 1903	95 00
Eboulements	Wilfred Bouchard	Apr. 25, 1906	65 00
Egg Island	Tancrede Pelletier	July 1, 1901	530 00
Entry Island	George F. Culhins	" 30, 1901	300 00
Etang du Nord	N. Arsenault	" 21, 1891*	400 00
Escoumains "R"	Saguenay Lumber Co.	Sept. 10, 1906	150 00
Fame Point	James Ascah	" 2, 1880	1,200 00
Father Point	J. McWilliams	May 20, 1893	1,200 00
Flower Island	Joseph Lavallée	Apr. 12, 1905	700 00
Fox River "R"	André Samuel	Oct. 15, 1904	130 00
Gascons, Wharf	John Mourant	June 8, 1906	75 00
Gaspé Basin	William Lindsay	" 14, 1910	65 00
Godbout	N. A. Comeau	Mar. 31, 1910	80 00
Grande Entrée	André Turbide	Apr. 6, 1907	75 00
Grande Isle Kamouraska	Arthur Levesque	Feb. 9, 1901	460 00
Grande-Rivière	William Bisson	Oct. 22, 1896	*150 00
Grand Rivière, Wharf	J. B. Couture	May .. 1903	65 00
Grande Vallée, Range	A. Fournier	Oct. 15, 1904	130 00
Green Island	R. W. Lindsay	Sept. 28, 1888	700 00
Greenly Island	Napoleon Côté	Oct. 12, 1903	1,200 00
Griffons, Cove "R"	H. Boulet	June 29, 1908	130 00
Grosse Roche	Nazaire Morin	" 25, 1906	500 00
Heath Paint	Christopher Huber	July 27, 1907	800 00
Hospital Rock	Victor Lavoie	Apr. 1, 1909	240 00
Ile au Bélier	Wm. Gaudreault	Oct. 30, 1901	150 00
Ile aux Coudres	Eusebe Boudreault	Apr. 20, 1906	65 00
Ile Bonaventure	J. B. Bujold	May 5, 1909	50 00
Little Métis	Elisée Caron	" 29, 1909	380 00
Magpie "R"	Albert Dupuis	Sept. 14, 1907	130 00
Maquereau Point	A. Bertrand	Dec. 21, 1877	*360 00
Matane	Joseph Banville	Feb. 1, 1897	385 00
Monte du Lac "R"	W. Labranche	May 2, 1905	460 00
Mont Louis "R"	Louis Létourneau	" 22, 1906	130 00
St. Thomas de Montmagny	Capt. H. Boulanger	Apr. 13, 1878	100 00
Murray Bay	Electric Light	Dec. 31, 1907	....
Natashquan	Elie Landry	July 28, 1906	250 00
New Carlisle, Wharf	John Chisholm	Jan. —, 1909	55 00

* With $25 for blowing foghorn.

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

QUEBEC AGENCY—*Concluded.*

Name of Stations.	Name of Keepers.	Appointed.	Salary.
			$ cts.
Newport	Salomon Grenier	June 3, 1897..	*150 00
New Richmond, Wharf	William Campbell	Feb. 17, 1 10..	50 00
Oak Point, Restigouche "R"	Thomas Harper, Jr.	Jan. 1, 1907..	100 00
Orlean Range—			
Ange-Gardien "B"	Olivier Paré	Nov. 16, 1902..	80 00
" "F"	Jean Gagné	Sept. 28, 1909..	60 00
Sainte-Famille "B"	Alphonse Pâquet	Oct. 19, 1885..	75 00
" "F"	Alfred Poulin.	" 26, 1896..	85 00
Saint-Pierre "B"	Jacques Roberge	May 16, 1908..	80 00
" "F"	Olivier Vézina	Oct. 28, 1897..	80 00
Paspébiac	John Loisel	Aug. 27, 1899..	*180 00
Percé, Laurier Wharf	Florian Bourget.	Mar. 18, 1893..	*180 00
"	Emice Bourget		50 00
Perroquet Island	Placide Vigneau	Sept. 19, 1892..	675 00
Pilgrims	H. Morin	Apr. 29, 1898..	400 00
Plateau	John Thomas St. Croix	Sept. 11, 1909..	*380 00
Point Amour	Thomas Wyatt	Oct. 18, 1889..	1,200 00
Point à Basile "B"	Antonio Demers	July 22, 1904..	150 00
" "F"	Elzéar Douville	Feb. 6, 1904..	150 00
Point à la Garde Light Ship	Chas Brown	June 26, 1904..	385 00
" aux Esquimaux "R"	J. F. Boudreault	Oct. 29, 1907..	130 00
" aux Orignaux	Dominique Levesque...	Oct. 5, 1903..	360 00
" Bleue	Armand Tessier	June 9, 1904..	65 00
" des Monts	Victor Fafard	Aug. 1, 1899..	700 00
" Echouerie or Bonaventine Pt	Pitre Bourdage	July 25, 1903..	225 00
" Noire "R"	J. E. Boulianne	Jan. 18, 1904..	240 00
" Riche	N. Breton	May 16, 1896..	530 00
Port Daniel	F. X. Langlois	Feb. 22, 1907..	*80 00
" West	Arthur Horrie	Jan. 1, 1907..	130 00
Portneuf-en-bas "R"	Pierre Poitras	Oct. 16, 1904..	130 00
" "	Edmond Tremblay	May 7, 1903..	360 00
Quebec Harbour	Quebec Harbour Commission.		60 00
Red Islet	P. T. Fraser	April 28, 1894..	540 00
Rimouski Wharf	Ubalde Lavoie	May 22, 1906..	65 00
Rivière à la Martin	August Leclerc	Sept. 3, 1902..	960 00
" " Pipe	Alex. Morin.	Oct. 3, 1901..	80 00
Rivière du Loup	F. E. Gilbert	July 2, 1897..	80 00
Roberval	Roberval Electric Light Co..	June 28, 1898..	100 00
Sand Beach Point	Thomas Kennedy	Aug. 9, 1904..	†460 00
Ste Anne "B"	Alphonse Poulin	Oct. 26, 1898..	80 00
" "F"	Cezare Dufour	1909..	80 00
St. Alphonse	Pitre Tremblay	June 19, 1895..	65 00
St. Antoine	Leonidas Frechette	Mar. 4, 1902..	100 00
"	Francois Doré	April 14, 1903..	130 00
St. Charles de Caplan	Frank Dion	May 10, 1909..	50 00
St. Godfroy Wharf	Jacques Grenier	May 3, 1909..	50 00
Ste Anne des Monts "R"	X. Lafrançois	Oct. 15, 1904..	130 00
Ste Croix	Willie A. Thurber	Mar. 18, 1901..	180 00
" "R" "F"	Widow D. Racette	Dec. 1900..	80 00
" "B"	D. Croteau	Mar. 28, 1901..	80 00
St. François, "B"	Louis Marceau	April 1, 1884..	95 00
" "F"	Jos Lepage, Jr	April 20, 1876..	80 00
St. Iréné	Electric Light		
St. Jean, I.O	Theophile Pouliot	June 21, 1909..	240 00
Ste Félicité F. A	Francois Belanger	Jan. 14, 1905..	640 00
St. Pancras Pt	Pamphile Gravel	April 21, 1910..	240 00
St. Siméon Wharf	Henry Savard	Oct. 25, 1906..	65 00
St. Laurent I.O	Joachim Godbout	April 15, 1904..	300 00
St. Petronille	Nap. Ferland	Sept. 3, 1904 .	250 00
Seven Islands	Horace Desmeules	May 20, 1898..	800 00
Trois Pistoles Wharf	Cyrice LeBel.	Oct. 25, 1907..	125 00
Upper Traverse Pier	Alfred Fournier	April 14, 1900..	800 00

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* $25.00 for blowing foghorn.

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

MONTREAL AGENCY-

Name of Station.	Name of Keeper.	Appointed.	Salary.
			$ cts.
Argenteuil Baie	Pierre Giroux		80 00
Ash and Bloody Islands, “R”	Jas. A. McGee	May 26, 1903	240 00
Barre à Boulard, “F”	Nap Daigle	" 26, 1904	240 00
" “B”	Philias Abel	June 23, 1903	95 00
Batiscan, “F”	Arcade La Haie	May 26, 1909	120 00
" “B”	Joseph L. Brunell	Apr. 27, 1905	100 00
Becancour, “F”	Omar Gingras	Oct. 24, 1905	180 00
" “B”	A. Tourigny	" 24, 1905	130 00
Beauharnois	Alphonse Daoust	Apr. 14, 1903	260 00
Bellerive Park	Chas. Roy	Aug. 5, 1904	200 00
Boucherville	Hiliodore Carrière	" 26, 1903	100 00
Cap Charles, “B”	Amédé Baron	June 26, 1901	100 00
" " “F”	Alcide Boisvert	" 26, 1901	100 00
Cap Madeline, “F”	Moise Hébert	May 11, 1888	100 00
" " “B”	G. Vaillancourt	Oct. 1, 1906	130 00
" " U.R. “F”	Pierre Toupin	Apr. 26, 1905	100 00
" " ,, “B”	Elzéar Beaumier	Oct. 1, 1905	130 00
" " Village, “R”	Earnest Lacourse	Mar. 13, 1906	200 00
Caron Point	Honoré Sauvé	May 1, 1889	80 00
Champlain, “B”	Louis Bertrand	Sept. 12, 1902	130 00
" “F”	Philippe L. Carignan	Oct. 1, 1902	100 00
Chambly Basin, “R”	Jos. de Senneville	May 26, 1907	150 00
" Canton, “R”	Joseph Savage	" 10, 1907	150 00
Contrecoeur Course, “B”	Norbet Duval	Apr. 22, 1904	130 00
" " “F”	Jos. Arpin	Sept. 12, 1902	100 00
Contrecoeur Trav., “B”	Alfred Lacroix	July 26, 1904	130 00
" " “F”	Joseph Alcidas Lacroix	Apr. 14, 1904	100 00
" Verchères “B”	Earnest Guyon	Nov. 11, 1904	150 00
" " “F”	Honoré Tetrault	" 11, 1904	150 00
Dorval and Pte. Claire	Benj. Gloude	Aug. 1, 1907	400 00
Gallia Bay, U.R.	Elzéar Cantara	May 3, 1904	350 00
" L.R.	Louis Piloquin	June 8, 1906	350 00
Guard Pier.	Benj. Rodier	Sept. 10, 1907	500 00
Gentilly, “B”	Delphis Mailhot	Apr. 2, 1907	150 00
" “F”	Alphonse Lebleue	" 6, 1907	250 00
Graham, Ont., “F”	Wm. Graham	Dec. 19, 1904	75 00
" " “B”	Xavier Sicard	Apr. 29, 1905	75 00
Green Shoal	Albert Laberge	May 20, 1902	200 00
Grondines, “B”	Jos. Sauvageau	June 20, 1904	130 00
" “F”	Eugène Mayrand	" 20, 1904	180 00
" Pte., “B”	Emile Houde	" 20, 1904	130 00
" " “F”	Achile Sauvageau	" 20, 1904	300 00
Hochelaga, “R”	Alphonse Chartier	Aug. 5, 1904	200 00
Ile à la Bague	Louis Dupois	Apr. 14, 1903	180 00
Ile à l'Aigle, B “R”	Ens. Savarie	May 1, 1903	130 00
" “F”	F. X. Lapointe	" 1, 1903	130 00
Ile de Pads, “R”	Zotique Courschene	Aug. 8, 1907	300 00
Ile des Barques	Omer Salvail	May 6, 1897	300 00
Ile de Grâce, “B”	Louis Letendre	" 1, 1906	130 00
" " " “F”	Edouard Paul	Sept. 7, 1871	240 00
" du Maine, “B”	Paul Mongeau	Dec. 27, 1906	150 00
" " " “F”	Etienne Provençal	Dec. 27, 1906	130 00
" au Raisin, “R”	Louis Boucher	Apr. 13, 1898	300 00
" Bouchard, “B”	Alphonse Chicoine, jr	June 16, 1903	100 00
" " “F”	Ivon Laporte	Apr. 21, 1902	150 00
" Deslauriers, “F”	Nap Laugevin	Dec. 18, 1906	150 00
" " “B”	Ph. Choquet	Mar. 13, 1908	100 00
" Ronde	Herman Charland	Aug. 1, 1907	500 00
" Perrot	Andrew McNab	May 20, 1905	130 00
" Ste. Thérèse, U.R.	Sam Reeves	Oct. 12, 1870	300 00
" " " L.R.	Joseph Malo	Feb. 1, 1897	130 00
Jones Island	Joseph Charlebois	Apr. 22, 1909	80 00
Lacolle	W. G. Whitman	Jan. 18, 1904	150 00
L'Anglais Pte	Antoine Langlois	July 11, 1888	150 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

MONTREAL AGENCY—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Lake Memphremagog :—			
Black Pointe	J. H Peters	June 1, 1881	65 00
Lead Mines	W. Wheeler	June 1, 1881	65 00
Molson Island	Miss E. G. Molson	May .., 1878	85 00
Georgeville	C. E. Martel	May 19, 1891	65 00
Wadleigh Point	J. A. Patterson	June 1, 1891	65 00
Witch Rock	D. E. Peters	" 1, 1891	150 00
Lachine and Range	Thomas Léger	Jan. 5, 1905	500 00
Longue Pointe and Trav. Range	James Fletcher	May 16, 1904	150 00
L'Orignal Ont.	Grégoire Séguin	" 8, 1894	130 00
Louisville "R"	Onésime Plante	June 23, 1907	150 00
Lake St. Peter "R"	Désiré Laflèche	April 12, 1887	530 00
" " "R"	Hector Fiset	" 22, 1875	530 00
Lavaltrie "R"	Eloi Lacombe	June 2, 1909	240 00
Light Ship No. 3 (L. St. Peter)	J. B. Weaner	May 9, 1904	510 00
L'Islet Richelieu	Jos. Auger	Jan. 20, 1905	150 00
Lotbinière "B"	George-Beaudet	" 4, 1883	100 00
" "F"	Mrs. L. Beaudet	Sept. 3, 1903	100 00
McTavish Pt.	J. Campbell	Nov. 18 1896	130 00
Nicolet River "B"	Edmond Heroux	Dec. 5, 1906	130 00
" " "F"	Didier Heroux	" 5, 1906	225 00
North ½ Way Pt. "R"	Joseph Lord	May 5, 1903	180 00
Oka	Mrs. H. Lacroix	Nov. 10, 1898	150 00
Papineauville	Joseph Chabot	June 17, 1897	125 00
Petite Trav. Contrecoeur "B"	Joseph St. Laurent	April 1, 1909	100 00
" " "B"	Louis Caisse	" 22, 1904	100 00
Platon Range	Chas Beaudet	Aug. 24, 1894	150 00
Pointe à Cadieux	Simon Poirier	May 4, 1904	180 00
Pointe aux Anglais	Lucas H. Masson	July 10, 1907	240 00
Pointe aux Citrouilles	Wm. Brunnelle	May 26, 1908	180 00
Pointe du Lac	Sylva Paquin	" 2, 1900	130 00
Portneuf Range	Josephine Rodrique	Dec. —, 1900	300 00
Port St. Francis	Frs. Manseau	... ...	300 00
Repentigny "B"	L. L. Rivet	April 28, 1894	95 00
" "F"	J. B. Lachapelle	Feb. 1, 1861	95 00
Rigaud	Cap. A. Malette	Oct. 27, 1907	150 00
River St. Francois,	Philias Desmarais	July 2, 1897	150 00
St. Anne de Sorel "F"	Pierre Cournoyer	Mar. 28, 1906	130 00
" " "B"	Frs. Lanciault	" 28, 1906	100 00
St. Anne de Bellevue	J. L. Stoker	May 20, 1002	150 00
St. Anne Lock	F. H. Demers	" 17, 1907	90 00
St. Emélie "B"	Emery Filteau	Mar. 16, 1905	100 00
St. Emélie "F"	A. Laliberté	Sept 24, 1888	100 00
St. Jean P er	Ernest Menard	April 1, 1909	160 00
St. Ours Trav. "F"	J. B. Laporte	" 26, 1904	150 00
" " "B"	Anathase Gaudette	Oct. —, 1908	110 00
St. Pierre les Becquets	M.O.Tousignant	May 26, 1901	80 00
St. Placide	Philibert Lefebvre	Oct. 1, 1909	150 00
St. Valentine Range	Alfred Martin	June 30, 1909	120 00
Sorel Harbour	R. & O. Nav. Co	Sept. 6, 1854	85 00
Three Rivers	J. W. Luckerhoff	" 9, 1908	... ...
Upper Champlain "B"	Louis Pothier	April 1, 1906	130 00
" " "F"	Jos Massicotte	" 1, 1906	100 00
Varennes	Azarie Geoffrion	May —, 1903	80 00
Varchères Trav. "B"	Philias Charbonneau	April 31, 1902	80 00
" " "F"	F. X. Chicoine	" 21, 1902	100 00
" Village "B"	Felix Bousquet	" 21, 1902	80 00
" " "F"	Jos. Guyon	" 21, 1903	100 00
Way Channel	Moise Beauchamp	Nov. 20, 1906	130 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

ONTARIO DIVISION.

Name of Station.	Name of Keeper.	Appointed.	Salary. $ cts.
Allumette Island	John Cox, Jr	June 22, 1887	130 00
" Lake	John T. Manders	Aug. 7, 1907	130 00
Arnprior Island	William Kilroy	Oct. 1, 1905	180 00
Aylmer Island	Francis Boucher	May 3, 1907	180 00
Bamford Island	Robert Bamford	June 21, 1888	325 00
Barriefield Common 'R'	William Murray	May 17, 1900	180 00
Baskin Wharf	Silas Sullivan	Dec. 22, 1896	150 00
Battle Island	C. S. McKay	Aug. 27, 1877	555 00
Belleville	J. C. Weir	Apr. 4, 1901	240 00
Bishops Bay	John S. Sutherland	Sept. 3, 1909	150 00
Blind River Range	W. H. McGauley	Apr. 28, 1908	60 00
Bois Blanc	Agnes Hackett	June 22, 1901	460 00
Boyd Island	Mrs. Elizabeth Martin	Jan. 6, 1905	300 00
Brebeuf	William J. Baxter	May 23, 1885	400 00
Brighton	H. V. Simpson	" " 1888	540 00
Bronte	Chas. Osborne	Oct. 20, 1906	250 00
Bruce Mines	Wm. Fleming	Mar. 31, 1909	50 00
Buckoins Point	Godfrey Ouellet	Feb. 23, 1884	200 00
Burlington Beach	Thomas Lundy	May 2, 1905	485 00
Byng Inlet	Louis Lamondin	July 20, 1901	425 00
Cabot Head	Charles Webster	May 10, 1898	920 00
Campbell Island	Robert Wilson	Jan. 8, 1905	180 00
Cape Robert	N. Matheson	Nov. 13, 1902	360 00
Cape Croker	R. Chapman	Oct. 2, 1896	1,050 00
Caribou Island	Antoine Boucher	May 3, 1907	1,200 00
Cecebe Lake	John Schade	Aug. 29, 1906	250 00
Centre Brother Island	D. Wemp	Jan. 9, 1901	240 00
Chantry Island	Malcolm McIver	Apr. 1, 1907	530 00
Chenal Ecarté	Peter Willis	Dec. 3, 1908	100 00
Cherry Island	I. S. Johnson	Nov. 5, 1883	300 00
Christian Island	Allan Collins	Mar. 25, 1881	485 00
Clapperton Island	Henry F. Baker	Dec. 2, 1895	385 00
Cobourg	Robert Gorden	May 16, 1883	240 00
Colchester Reef	John Manson	" 1, 1888	850 00
Coal Shoal	R. P. Boyd	Apr. 9, 1884	300 00
Collingwood	Jas. W. Lunan	Jan. 2, 1904	425 00
Coppermine Point	Frank E. Roussain	Apr. 1, 1909	140 00
Corbay Point	Joseph Davieau	May 27, 1890	385 00
Corunna	W. J. Scott	Apr. 23, 1901	150 00
Coteau Landing	Thos. Filiatreault	May 27, 1890	150 00
Coulonge Lake	Evang. Bertrand	Apr. 2, 1892	130 00
Cove Island	Kenneth McLeod	June 19, 1903	920 00
Darlington	Port Darling Har. Co.	1886	100 00
Deep River Island	Jos. Beauchamp	1908	130 00
Deseronto	Rathbun Lumber Co	Oct. 14, 1884	200 00
Eddy Wharf Range	Eddy Bros.	" 1, 1905	60 00
False Ducks	Darland Dulmage	May 19, 1903	800 00
Ferris Island	J. Morriseau	Mar 24, 1898	240 00
Flowerpot Island	D. Smith	Oct. 6, 1909	450 00
Fort-William, Upper Ottawa	Jas. McCool, Sr.	May 23, 1887	90 00
Fox Island	John Prosser	Sept. 14, 1896	250 00
Frenchmans Bay	Wm. O'Brien	Apr. 14, 1904	150 00
French River	Mrs. E. B. Borron	Jan. 20, 1903	555 00
Gananoque Narrows and Jackstraw Shoal	Mrs. Manly Cross	Jan. 2, 1908	550 00
Gargantua	Louis Miron	Oct. 26, 1899	485 00
Giants Tomb	A. H. Griffith	Sept. 17, 1898	300 00
Gibraltar Point	P. J. McSherry	May 2, 1905	400 00
Gimli	E. G. Thompson	Jan. 21, 1910	50 00
Goderich	Robert Campbell	June 9, 1886	400 00
" Beacon	"	" 9, 1886	50 00
Gore Bay	Angus Matheson	July 10, 1903	385 00
Gravenhurst Narrows	Isaac Barnes	Mar. 20, 1906	130 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

ONTARIO DIVISION—*Continued.*

Name of Station.	Name of Keeper.	Appointed.	Salary.
			$ cts.
Great Duck Island	John Purvis	May 9, 1898	920 00
Grenadier Island	Delbert Root	" 20, 1902	195 00
Griffith Island	W. S. Boyd	" 14, 1889	485 00
Hamilton Island	Rene Casgrain	April 6, 1906	300 00
Hope Island	Charles Vallée	" 20, 1899	450 00
do	Peter Leblanc	Mar. 12, 1909	510 00
Jackfish Bay	Ben. Almos	Oct. 1, 1907	55 00
Kagawong	W. M. Boyd	April 13, 1893	80 00
Kaministikwa	John Armstrong	" 28, 1894	300 00
Killarney	Frank Roque	Feb. 28, 1905	400 00
Kincardine	Thos. McGaw, jr.	June 13, 1889	460 00
Kingsville	W. H. Black	July 27, 1902	180 00
Knapp Point	J. J. Brophy	May 9, 1905	205 00
Knights Point	William Shannon	Sept. 27, 1866	460 00
Lamb Island	Andrew Alexander	April 26, 1897	555 00
Lancaster Bar	J. J. Munroe	June 8, 1892	425 00
Leamington	F. H. C. Conover	April 28, 1883	180 00
Lime-Kiln Crossing	Stephen Pettypiece	May 11, 1888	350 00
Lions Head	Charles Knapp	Oct. 28, 1903	75 00
Little Current	David Boyter	April 22, 1903	360 00
Lonely Island	Jean Haitse	May 11, 1885	725 00
Long Point, East end	S. B. Cook	June 9, 1897	800 00
" West "	F. E. Mason	" 3, 1901	460 00
Lower Narrows	J. B. Leblanc	Jan. 4, 1904	130 00
Lyal Island	John McKay	Oct. 27, 1884	530 00
Manitowaning	John Gourley, jr.	July 2, 1900	150 00
Meaford	Samuel Dutcher	May 7, 1877	205 00
Michipicoten Harbour	W. T Richardson.	Sept. 27, 1900	285 00
Michipicoten Island	Hyacinthe Davieau	July 1, 1881	460 00
Middle Island	John L. Lidwell	" 10, 1889	400 00
Midland Range	Nap. Somers	June 19, 1909	240 00
Mississagi Strait	J. H. Ball	May 7, 1900	920 00
Mississagi Island	L. D. McDonald	" 16, 1896	450 00
Mohawk Island	R. O. Smithers	Mar. 31, 1896	460 00
Morris Island	W. E. Rowan	Feb. 16, 1910	150 00
McKies Point	Dosithée Daoust	Sept. 21, 1893	180 00
McKays Island	Jos. Harvey	July 10, 1907	300 00
McQuestion Point	Elizabeth McLeod	Feb. 22, 1901	130 00
Narrow Island	A. B. Boyter	Jan. 3, 1898	325 00
Niagara-on-the-Lake fog alarm	Fred Masters	Nov. 12, 1904	460 00
" "	Robert J. Allan		180 00
Nigger Island	Carson Jeffrey	April 28, 1904	240 00
Nine Mile Point	Stannes Veech	Mar. 7, 1894	800 00
Nottawasaga Island	J. F. Burmister	May 2, 1904	555 00
Oakville Pier	Maurice Felan	April 28, 1894	180 00
Otter Head	Robert McMenemy	Nov. 17, 1903	485 00
Owen-Sound	Archibald McLean	Dec. 23, 1897	240 00
Pelee Passage Middle ground	Louis Langlois	Feb. 23, 1903	650 50
"	E. J. Goulin	Aug. 2, 1904	550 00
"	F. Malott	Nov. 11, 1902	500 00
Peninsula Harbour	D. B. Hawkins	Aug. 31, 1891	555 00
Peter Rock	James Roddick	Sept. 7, 1907	530 00
Pie Island	James Forbes	April 1, 1908	325 00
Pigeon Island	J. H. Davis	May 16, 1896	425 00
Point au Baril	Ole Hanson	July 10, 1907	360 00
Point au Pins	Alexander McKinnon	May 16, 1904	400 00
Point Clark	M. McDonald	Jan. 8, 1897	460 00
Point Edward	Louis Knauff	May 23, 1908	180 00
Point Peter	G. J. Scott	June 6, 1901	800 00
Point Pleasant	Frank Connor	Oct. 13, 1898	360 00
Point Porphyry fog alarm	Joseph Bousquet	Aug. 11, 1908	600 00
Point Porphyry	Andrew Dick	Aug. 10, 1880	450 00
Port Arthur	J. C. Banks	April 25, 1908	280 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

ONTARIO DIVISION—*Concluded.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Port Burwell	John Sutherland	June 18, 1891	425 00
" Inner Range	"		50 00
Port Colborne	D. H. A. Fortier	April 11, 1865	550 00
Port Colborne F. A	Hugh Clarke jr.	May 30, 1904	960 00
Port Credit	John Miller	Dec. 16, 1897	180 00
Port Dalhousie	Bernard McGrath	Oct. 2, 1907	360 00
Port Dover	Silas L. Butler	July 15, 1897	360 00
Port Elgin	R. M. Lowry	Mar. 4, 1896	130 00
Port Maitland	Mrs. Jas. Grant	June 29, 1907	385 00
Port Stanley	John L. Oliver	Dec. 16, 1907	360 00
Presqu'Ile	Hugh H. McKenzie	May 7, 1907	205 00
Presqu'Isle Main	Hugh E. Smith	April 29, 1898	400 00
Presqu'Ile Main Fog Alarm	W. B. Ainsworth	Oct. 12, 1907	600 00
Providence Bay	John B. Sinclair	Mar. 6, 1906	325 00
Rains Wharf	W. W. Rains	Aug. 1892	75 00
Rainy River	Patrick O'Connor	June 23, 1904	300 00
Red Rock	Adam Brown	June 2, 1909	475 00
Richards Landing	R. Armstrong	Feb. 1902	65 00
Rondeau	W. R. Fellows	Dec. 18, 1888	425 00
Rosseau	J. G. Dixon	July 4, 1890	130 00
Sailors Encampment	A. M. Rains	Aug. 1, 1892	130 00
Salmon Point	Anson Shortt	Oct. 13, 1909	300 00
Sand Point	Peter McLean	May 1, 1909	50 00
Saugeen	Angus McAulay	Aug. 23, 1909	120 00
Scotch Bonnet	Cyrus R. Spencer	April 7, 1903	425 00
Shaguandah	Wm. Stevens	Jan. 11, 1909	100 00
Shoal Island	John L. McCluskie	Sept. 11, 1909	265 00
Silver Islet	Capt. J. Cross	May 18, 1905	130 00
Slate Island	A. B. Sutherland	July 21, 1908	510 00
Snake Island	John Whitmarsh	July 18, 1900	375 00
Southampton	James Brown	June 29, 1904	180 00
South Baymouth	John A. Ritchie	Sept. 10, 1903	150 00
South Bay Point	Marellus Vorce	Nov. 21, 1902	240 00
South E. Bay	Thomas Darling	Jan. 31, 1891	95 00
South River	Fredk. Beackler	July 2, 1903	130 00
Squaw Island	Neil McDougall	April 25, 1901	240 00
St. Anicet Bar	Donald McKillop	June 8, 1892	300 00
Stagg Island	Thos. M. Cowan		180 00
Stokes Bay	Alexander Smith	May 14, 1908	240 00
Strawberry Island	William McKenzie	May 4, 1893	385 00
Strawbury Island	C. Thompson		50 00
Strippling Point	David Humes	Aug. 27, 1902	240 00
Sulphur Island	J. J. King	May 15, 1905	360 00
Supple Point	G. J. Kelly	Oct. 11, 1909	100 00
Success Island	Temeskaining Navigation Co.		
Telegraph Island	Geo. A. Rowe	Oct. 25, 1895	240 00
Thames River	H. J. Cartier	Oct. 18, 1884	425 00
Thessalon	James Harvey	Mov. 28, 1897	385 00
Thornbury	Robert Lowe	April 12, 1887	100 00
Thunder Cape	William Craig	May 17, 1892	920 00
Tobermory	Archibald Currie	Oct. 12, 1903	250 00
Thomahawk Island	Thomas Sweeney	Sept. 19, 1902	240 00
Toronto, East Pier	George McKelvie	June 13, 1905	960 00
Trenton	C. W. Spicer	May 5, 1905	120 00
Victoria Island	George Cosgrave	Nov. 14, 1899	425 00
Warren Landing	Hugh McDonald	Aug. 29, 1905	4[illegible]0 00
Welcome Island	Adolphe Perras	May 10, 1906	800 00
Western Islands	T. J. Richardson	June 27, 1901	960 00
West Sister Rock	John Thibault	Dec. 7, 1905	425 00
Whisky Island and Penetanguishene	Christopher Columbus	Mar. 18, 1893	400 00
Whitby	Port Whitby Hbr. Co. Ltd.	May 1, 1905	100 00
Wiarton	Wm. Gilbert	Sept. 13, 1907	75 00
Wilson Channel	H. G. Duncan	Aug. 25, 1905	360 00
Wolf Island	Wm. Gillespie	Mar. 17, 1885	250 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

BRITISH COLUMBIA.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Active Pass	H. Georgeson	July 21, 1884	960 00
Amphitrite Point	G. W. Grant	April 2, 1906	270 00
Berens Island	S. G. Harrison	Nov. 4, 1897	397 50
Brockton Point	W. D. Jones	Aug. 20, 1890	397 50
Brotchie Ledge	Thos. Sparks	Jan. 1, 1903	120 00
Bare Point	J. Crozier	June 12, 1897	225 00
Ballenas Island	M. Brown	Oct. 3, 1901	960 00
Birnie Island	C. Rudge	May 2, 1905	270 00
Balfour	J. W. Gallup	Jan. 1, 1900	150 00
Cape Beale	W. L. Thompson	Sept. 16, 1908	1,380 00
Carmanah Point	W. P. Daikin	Nov. 4, 1890	1,440 00
Cape Mudge	J. Davidson	June 27, 1898	450 00
Coffin Island	No keeper	....	....
Crofton Light	R. Allan	May 31, 1907	195 00
Discovery Island	M. A. Croft	April 1, 1902	960 00
Dryad Point	C. Carpenter	Nov. 7, 1899	397 50
Dock Island	Hugh Moore	May 15, 1903	270 00
Danger Reef	R. Harrap	April 15, 1903	150 00
Denman Island	J. A. McMillan	Aug. 15, 1906	450 00
Entrance Island	M. G. Clark	Nov. 26, 1897	1,200 00
Egg Island	Jas. Forsythe	July 10, 1909	1,200 00
Estevan Point	J. P. Jensen	April .. 1907	1,450 00
Fisgard	J. Gosse	Oct. 13, 1909	360 00
Fiddle Reef	D. H. McNeill	Mar. 21, 1905	450 00
Fraser River Lights and Garry Pt.	A. A. Parker	July 1, 1907	450 00
Gallows Point	Western Fuel Co.	May .. 1906	120 00
Green Island	S. Baker	June 21, 1907	1,200 00
Helen Point	Daniel Tom	Mar. 2, 1910	120 00
Ivory Island	F. Reuter	May 2, 1905	960 00
Kyuquot Light	A. Ellis	Jan. 21, 1906	270 00
Kootenay Landing	C. P. R. Co.	....	120 00
Lawyer Island	F. W. B. Elsterman	April 1, 1905	600 00
Lennard Island	R. Pollock	July 1, 1908	1,550 00
Lucy Island	A. E. Allen	May 12, 1908	510 00
Merry Island	W. T. Franklin	Jan. 8, 1904	450 00
North Arm Lights	James Quinn	Apr. 1, 1909	225 00
Nanaimo Harbour	H. B. Shaw	June 12, 1907	225 00
Point Atkinson	W. Erwin	Oct. 5, 1880	1,300 00
Portlock Point	W. J. Gillespie	Nov. 1905	487 50
Prospect Point	Jno. Grove	July 7, 1898	397 50
Pointer Island	Jas. Codville	Dec. 26, 1899	487 50
Portier Pass	F. Allison	Nov. 15, 1902	500 00
Proctor	G. W. Gallup	Jan. 1, 1900	270 00
Pilot Bay	E. Montreuil	Oct. 17, 1907	500 00
Pine Island	A. B. Gurney	April 1, 1907	1,440 00
Pultney Point	E. Hukkla (Temporary)	Feb. 1, 1907	500 00
Pachena Point	W. R. Pillar	Sept. 5, 1907	1,550 00
Quatsino Light	N. C. Nelson	Jan. 29, 1907	360 00
Race Rocks	F. Eastwood	" 21, 1891	1,440 00
Saturna Island	Jas. Georgeson	Oct. 26, 1889	690 00
Sand Heads Lt. Ship	M. O'Brien	" 1, 1904	1,200 00
Sisters	B. Blanchard	Feb. 20, 1905	960 00
Sechelt	Gas Beacon (No keeper)	....	....
Scarlet Point	Wm. Hunt	Sept. 24, 1908	397 50
Sechart Light	G. Strickland	Mar. 27, 1908	195 00
Sooke Light	A. Codtel	April 15, 1907	150 00
Trial Island	H. O'Kell	Aug. 20, 1906	1,200 00
Victoria Harbour	Thos. Sparks	Jan. 29, 1903	180 00
Walker Rock	Gas Light (No keeper)	....	....
Yellow Island	John Doney	May 1, 1905	765 00

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

MANITOBIA.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Black Bear Island	Wm. Hughes	Feb. 12, 1892	400 00
Cox Reef	Wm Doré	Jan. 11, 1886	100 00
George Island	T. Fjeldsted	May 6, 1904	180 00
Gull Harbour	A. A. Tashe. McKay	June 30, 1909	340 00
Red River Range	William Hughes	Feb. 12, 1892	400 00
Warren Landing Ranges	Hugh McDonald	Aug. 14, 1907	800 00

APPENDIX No. 23.

CRUISE OF THE "ARCTIC" TO NORTHERN WATERS DURING 1908-09 COMMISSION ISSUED TO CAPTAIN JOSEPH ELZEAR BERNIER.

C. FITZPATRICK,
23--7—06,
Deputy Governor of Canada.

CANADA.

EDWARD THE SEVENTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Captain Joseph Elzéar Bernier, of the City of Ottawa, in the Province of Ontario, in our Dominion of Canada,

GREETING:

Know You, that reposing trust and confidence in your loyalty, integrity and ability, we have constituted and appointed, and we do hereby constitute and appoint you, the said JOSEPH ELZEAR BERNIER, to be the officer in charge of the Canadian Government ship "ARCTIC".

TO HAVE, HOLD, EXERCISE AND ENJOY the said office of officer in charge of the Canadian Government ship "ARCTIC" unto you the said JOSEPH ELZEAR BERNIER, with all and every the powers, rights, authority, privileges, profits, emoluments and advantages unto the said office of right and by law appertaining during our pleasure.

IN TESTIMONY WHEREOF, we have caused our letters to be made patent and the Great Seal of Canada to be hereunto affixed.

WITNESS, the Honourable Charles Fitzpatrick, Deputy of our Right Trusty and Well-beloved Cousin the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the

Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

At our Government House, in our city of Ottawa, this twenty-third day of July, in the year of our Lord One thousand nine hundred and six, and in the sixth year of our reign.

By Command,

F. COLSON,
Acting Under Secretary of State.

C. Fitzpatrick,
23—7—06,
Deputy Governor General of Canada.

CANADA.

EDWARD THE SEVENTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Captain Joseph Elzéar Bernier, of the City of Ottawa, in the Province of Ontario, in our Dominion of Canada,

Greeting:

A. Power,
Acting Deputy Minister of Justice,
Canada.

Know You, that reposing trust and confidence in your loyalty, integrity and ability, we have constituted and appointed, and we do hereby constitute and appoint you, the said JOEPH ELZEAR BERNIER, to be a fishery officer under the Fisheries Act and any Act in amendment thereof, and under the Act intituled: 'An Act Respecting Fishing by Foreign Vessels.'

TO HAVE, HOLD, EXERCISE AND ENJOY the said office of a fishery officer, unto you, the said JOSEPH ELZEAR BERNIER, with all and every the powers, rights, authority, privileges, emoluments and advantages unto the said office of right and by law appertaining during pleasure, and with full power and authority to exercise the functions, power and jurisdiction of a justice of the peace for the purposes of the said 'Acts' or any of them, and of any regulations made or continued thereunder or in respect thereto.

In Testimony Whereof, we have caused these our letters to be made patent, and the Great Seal of Canada to be hereunto affixed.

WITNESS, the Honourable Charles Fitzpatrick, Deputy of our Right Trusty and Right Well-beloved Cousin the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey, of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

At our Government House, in our city of Ottawa, this Twenty-third day of July, in the year of our Lord One thousand nine hundred and six, and in the sixth year of our reign.

By Command,

F. COLSON,
Acting Under Secretary of State.

SHIP'S COMPANY OF THE "ARCTIC."

OFFICERS.

Captain J. E. Bernier, Commander.
George Braithwaite, First Officer.
O. J. Morin, Second Officer.
C. W. Green, Third Officer.
J. V. Koenig, Chief Engineer.
Emile Bolduc, Second Engineer.
W. H. Weeks, Purser.

SCIENTIFIC STAFF.

J. Bolduc, Medical Officer.
F. Vanasse, Historiographer.
W. E. Jackson, Meteorologist.
J. G. McMillan, Geologist.
Frank Hennessey, Assistant Naturalist.

CREW.

Gédéon Gagné, Carpenter.
William Johnson, Boatman.
J. Thibault, Chief Steward.
I. Bégin, Cook.
George Lessard, Quartermaster.
Arthur Desjardins, Quartermaster.
Napoléon Chasse, Quartermaster.
Claude Vigneau, Quartermaster.
E. Lahaye, Oiler.
A. Bourget, Oiler.
A. Robitaille, Second Steward.
W. Vaillancourt, Second Cook.
G. Groselin, Fireman.
Jos. Leclair, Fireman.
D. Robson, Fireman.
Reuben Pike, Waiter.
J. Goulet, Waiter.
Thomas Holden, A.B. Seaman.
Thomas White, A.B. Seaman.
Daniel Lane, A.B. Seaman.
Swen Anderson, A.B. Seaman.
William LeBel, A.B. Seaman.
Alphe Bouchard, A.B. Seaman.
T. W. Burk, A.B. Seaman.
John Simms, A.B. Seaman.
William Doyle, A.B. Seaman.
Henry Wakeham, A.B. Seaman.
Joseph Bodeker, A.B. Seaman.
James Brace, A.B. Seaman.
Louis Wistle, A.B. Seaman.
P. Tremblay, A.B. Seaman.

REPORT OF CAPTAIN J. E. BERNIER.

OTTAWA, April 5, 1910.

G. J. DESBARATS, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report of the voyage of the Dominion steamer *Arctic*, to the northern waters of this continent, for the purpose of patrolling the waters contiguous to that part of the Dominion of Canada already annexed, and for the further purpose of annexing territory of British possessions as far west as longitude 141 degrees.

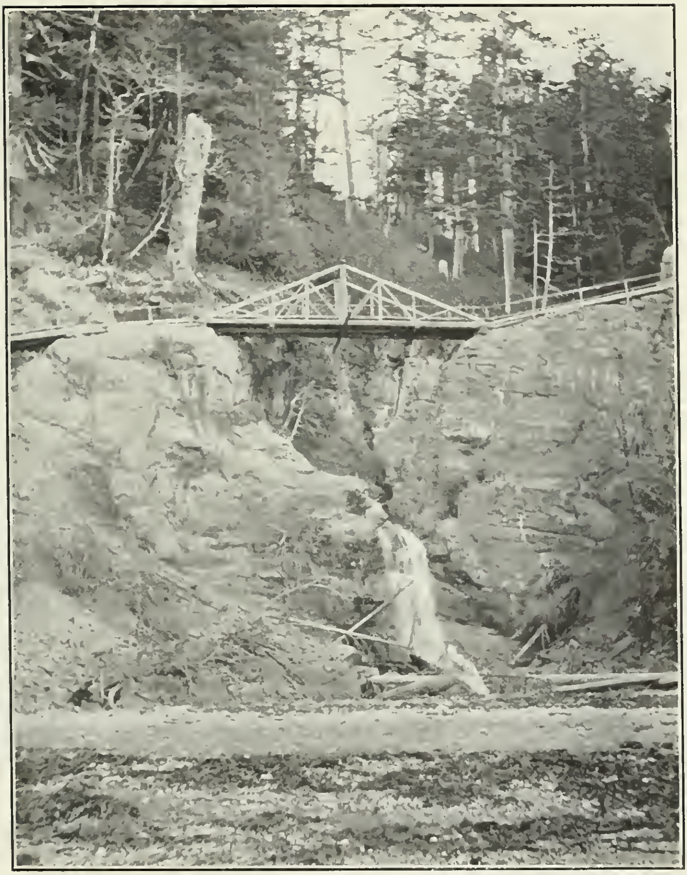
I have great pleasure in mentioning that with the valuable assistance of the officers, staff and crew of the *Arctic*, I was able to successfully patrol and cruise in the following waters, viz.: Davies strait, Baffin bay, Melville bay, Smith sound, Lancaster sound, Barrow strait, Melville sound, McClure strait; and on returning, to winter in Winter harbour, Melville island. During our stay at Winter harbour two parties were twice sent to Banks island and Victoria island to annex those islands and search for cairns erected by McClure, in which he left records. Leaving Winter harbour on August 12, 1909, we explored and sounded Byam Martin channel and Austin channel as far as Hotspur point, where we left records. We then sailed down Austin channel into Barrow strait, along Lancaster sound, and into Navy Board inlet and into Ponds inlet. From Ponds inlet, we patrolled the east coast of Baffin bay land with a view of meeting whaling vessels, two of which we met, and issued to them licenses.

From there, we visited Cumberland gulf, issued four licenses to stations, and from that point sailed to Cape Haven in search of the wrecked crew of the *Snowdrop*. From Cape Haven we sailed to Port Burwell and then into Hudson strait as far as Ashe inlet, which we entered and constructed beacons; returning from that point to Port Burwell, and from that harbour steamed along the Labrador coast to the Strait of Belle isle, and thence to Quebec, where we arrived on October 5, 1909, all well.

I have prepared a detailed report which includes the report on the annexation of northern lands. The report of the Geologist and Meteorologist and other members of the staff of the *Arctic* will be published in the account of the cruise of the *Arctic*.

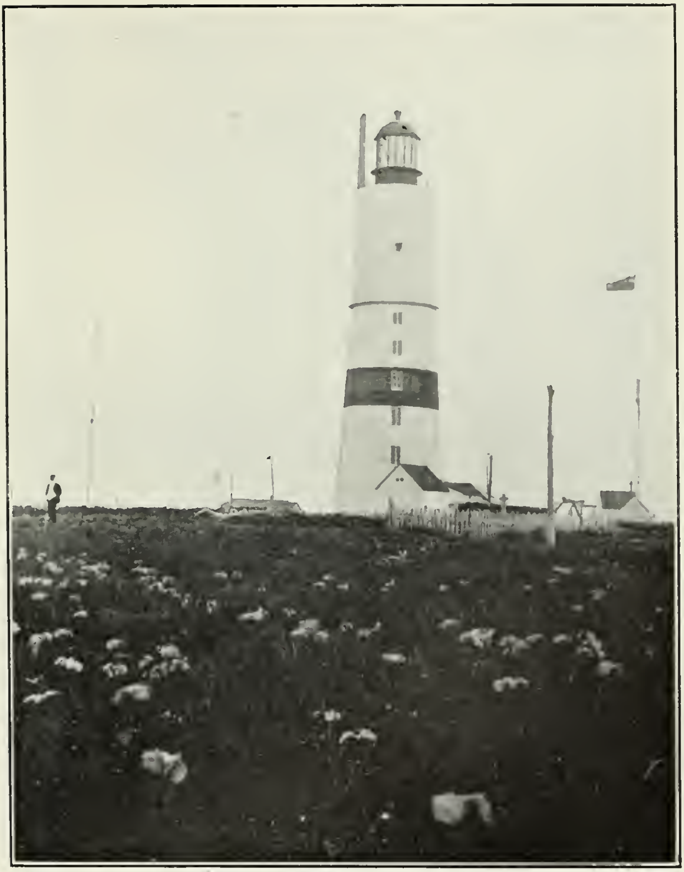
I have the honour to be, sir,
Your obedient servant,

J. E. BERNIER.
Commanding Officer of the 'Arctic' Expedition.

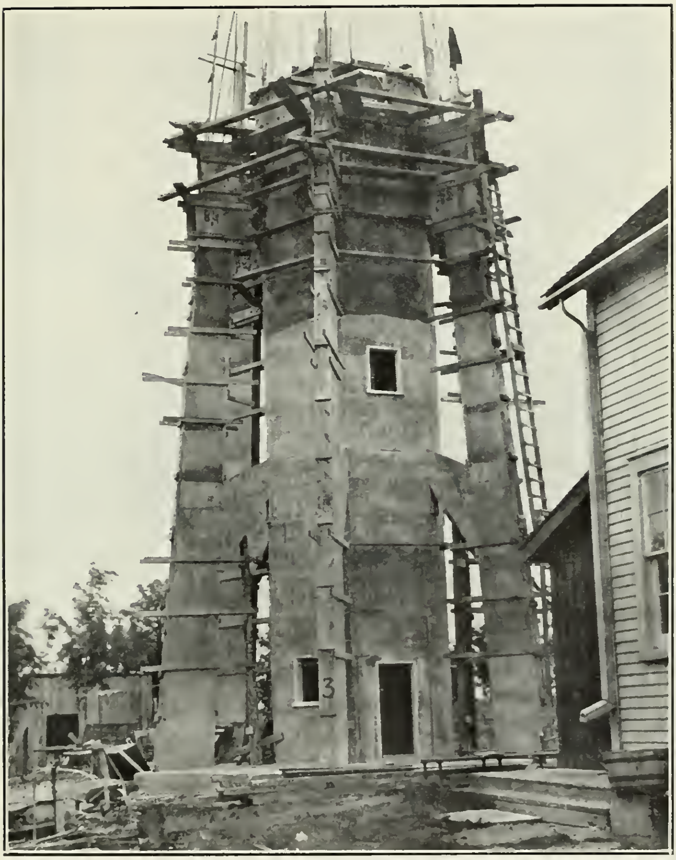


Bridge on West Coast trail at Shelter Bight, Vancouver Island, to Banfield life-saving station.

Batiscan, Que., front range lighthouse.



Heath Point lighthouse, Anticosti.

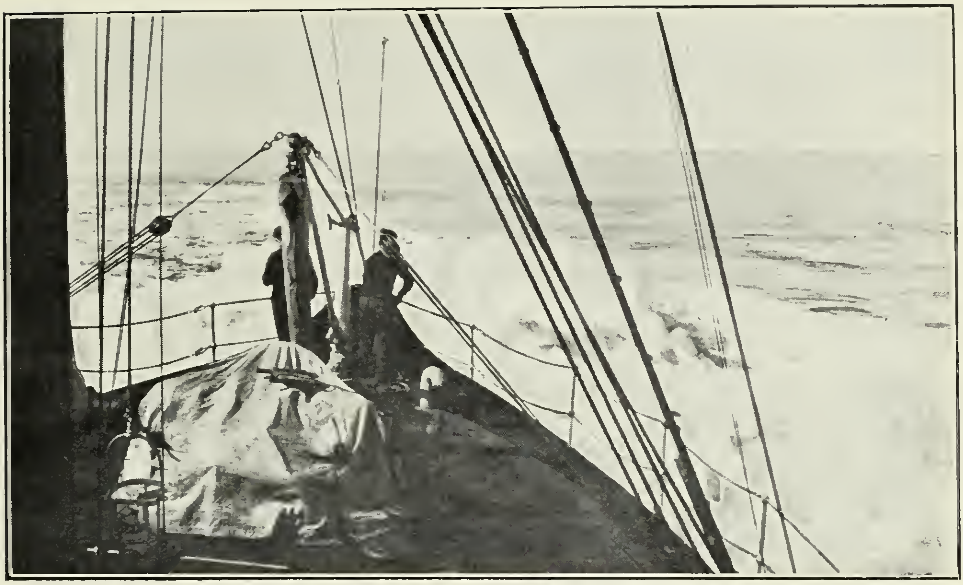


Caribou Island, Lake Superior, reinforced concrete lighthouse under construction.

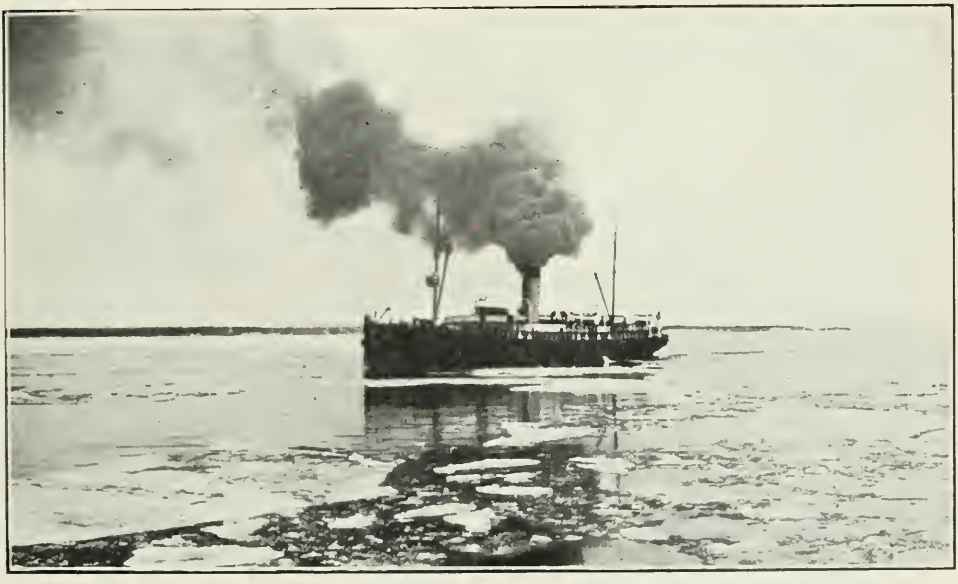
Hope Island Lightstation, Georgian Bay.

Estevan lighthouse, B.C.

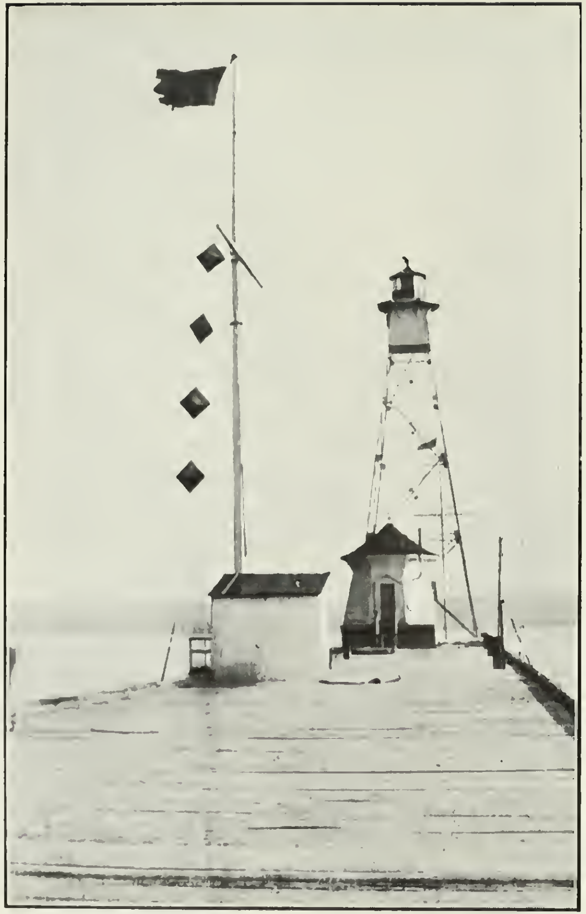
Shaganash lighthouse, Lake Superior.



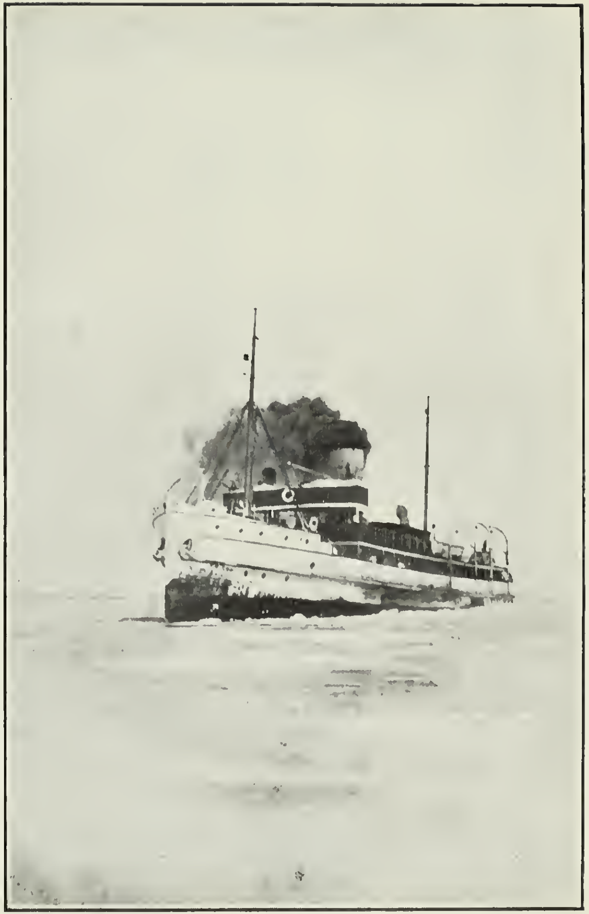
C. G. Ice-breaker "Lady Grey" breaking up heavy bank of piled ice at White Buoy curve, Lake St. Peter, March, 1910.



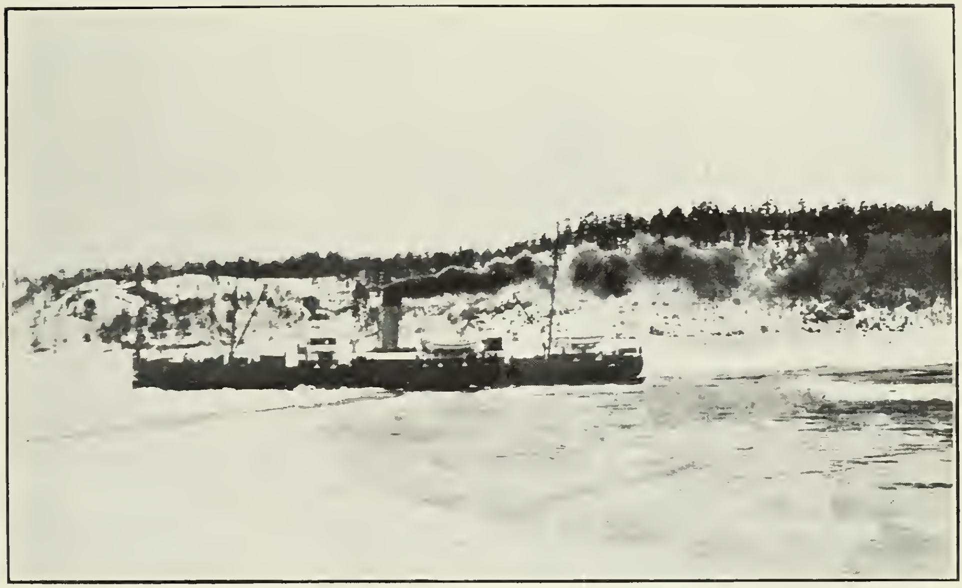
C. G. Ice-breaker "Montcalm," Lake St. Peter, March, 1910.



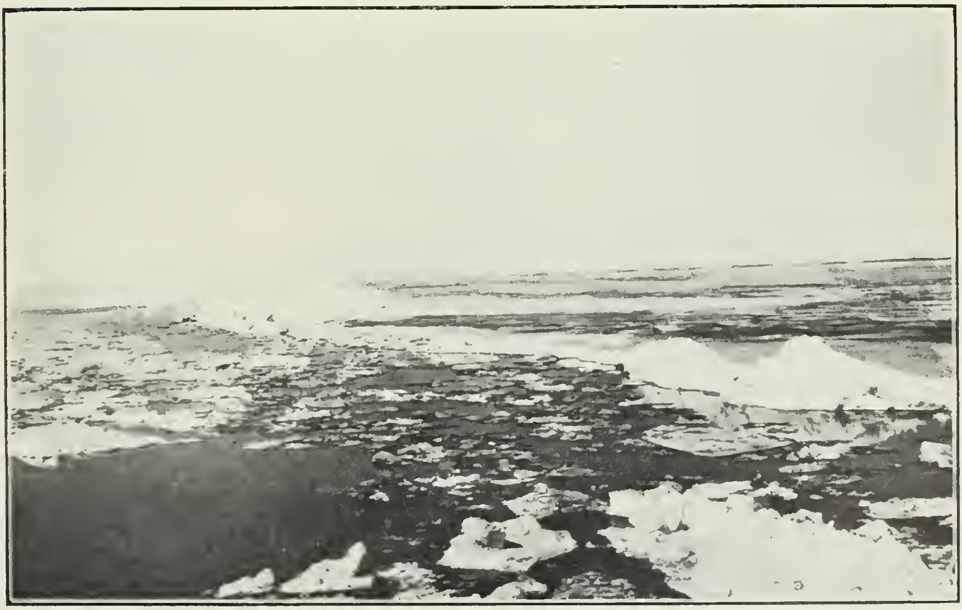
Signal Station and Lighthouse on Crane Island Wharf, below Quebec, also Semaphore for giving height of water to dredges.



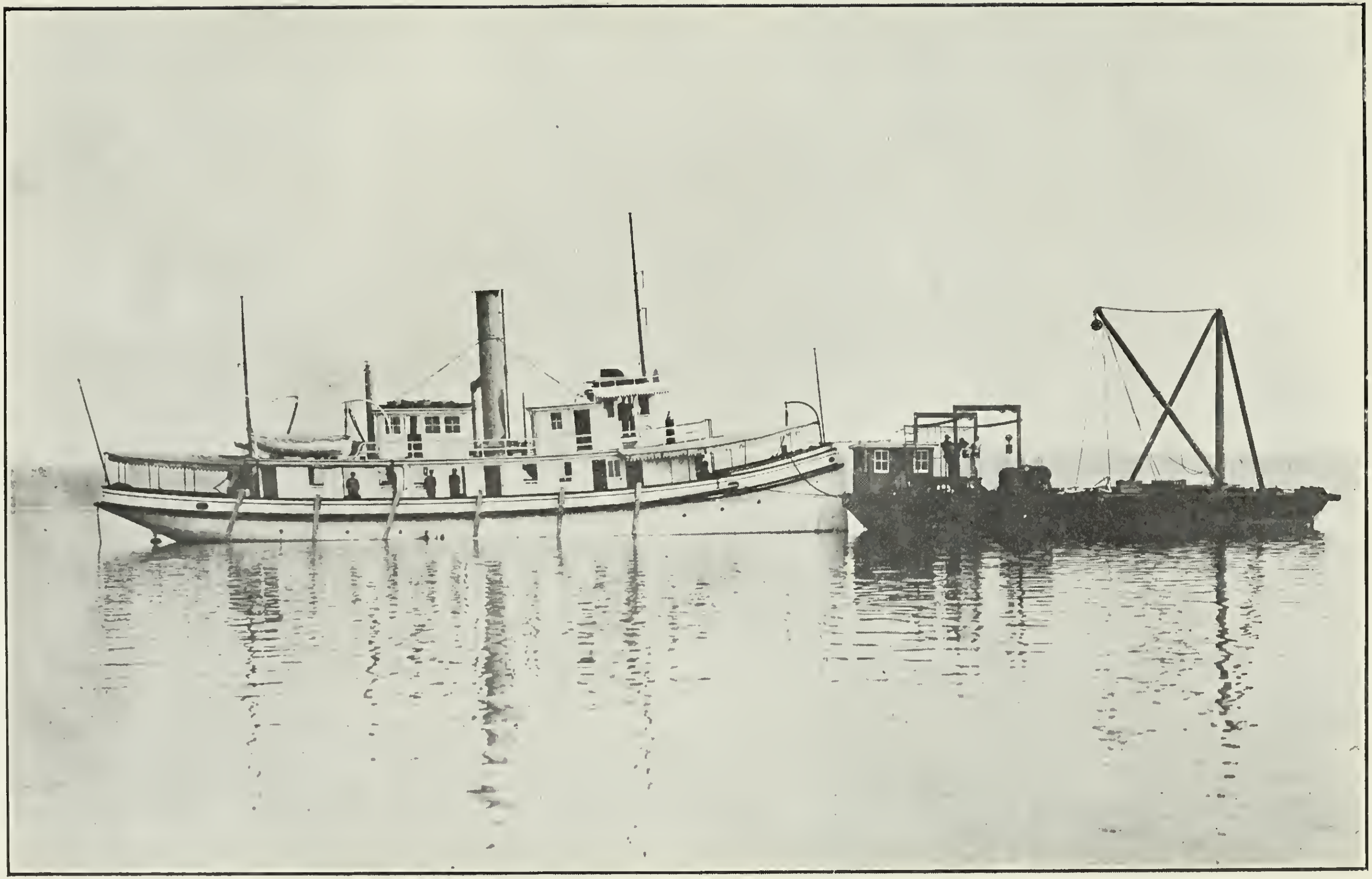
C. G. Ice-breaker "Lady Grey," Lake St. Peter, March, 1910.



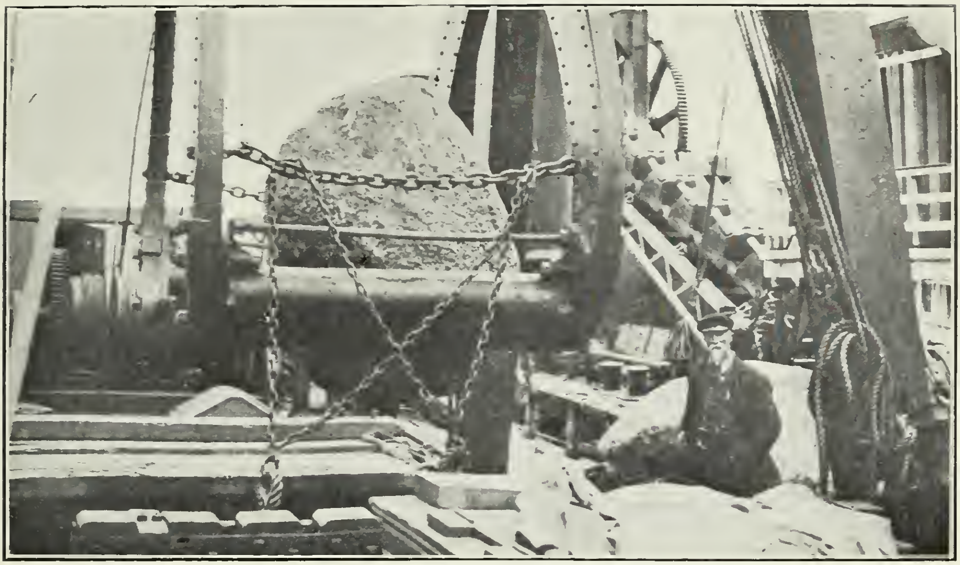
C. G. Ice-breaker "Montcalm" in ice jam at Cap Rouge, March 15, 1910.



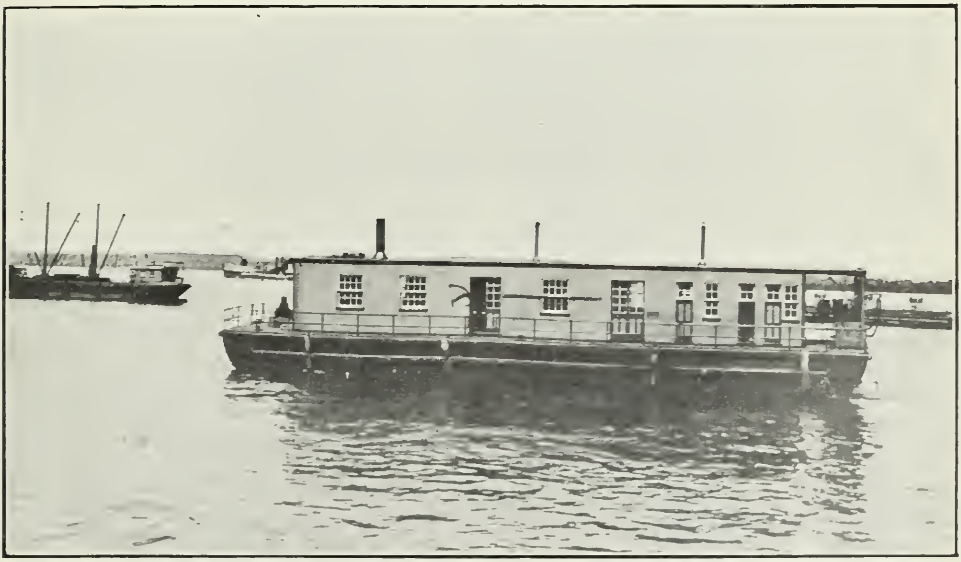
Heavy bank of piled ice at White Buoy curve, Lake St. Peter, March, 1910.



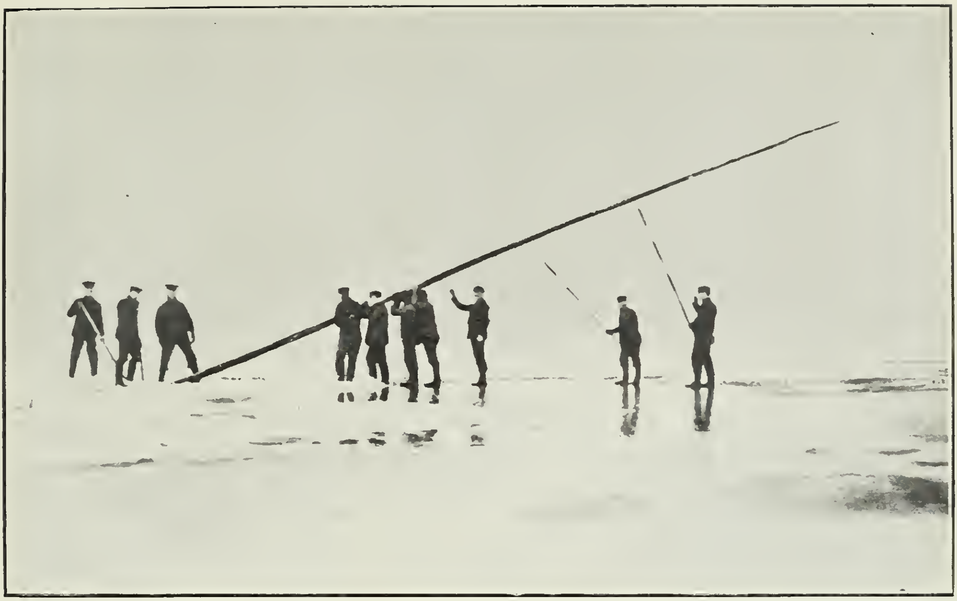
One of the Ship Channel sweeping outfits.

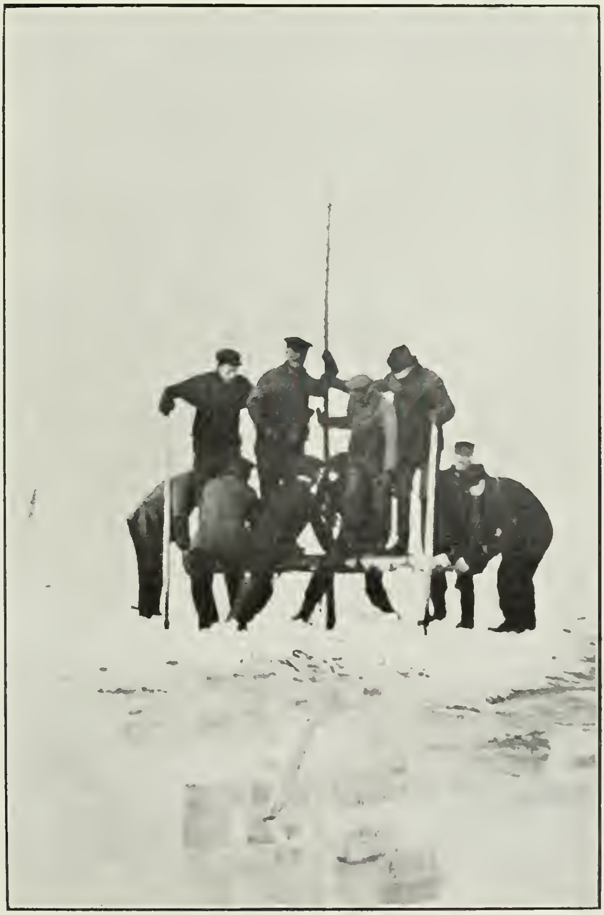


Stone-lifter No. 3 lifting boulders at Cap à la Roche.

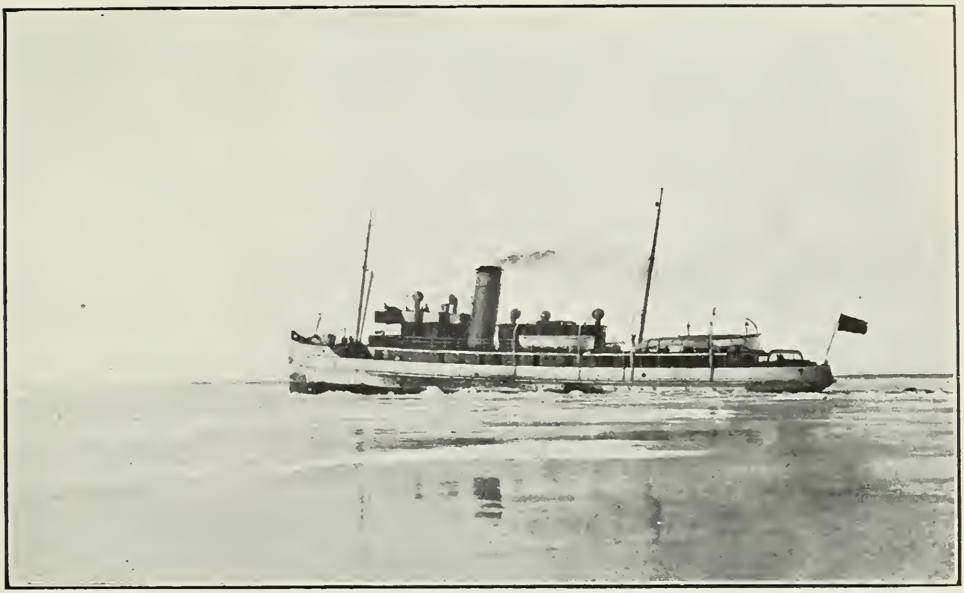


Ship Channel Floating Machine Shop.

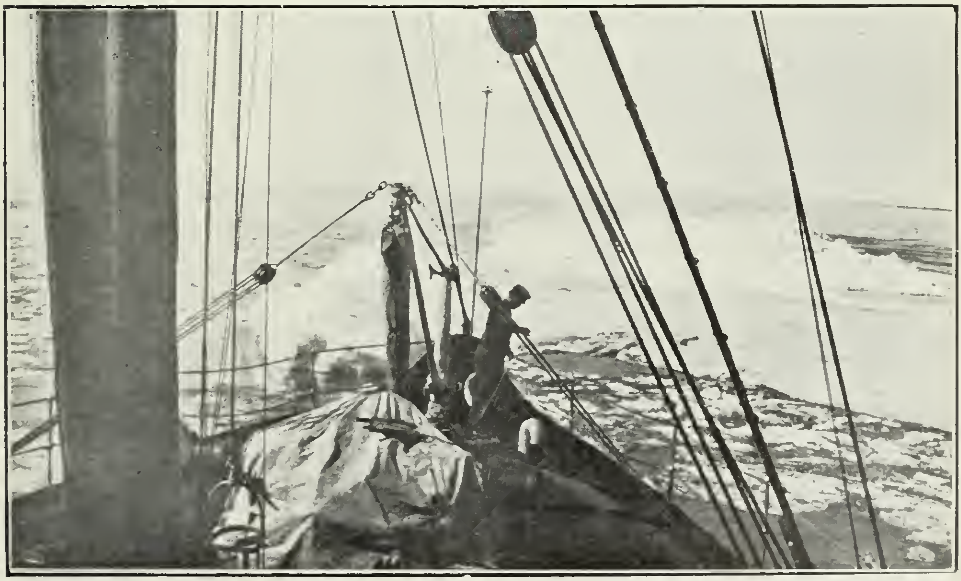




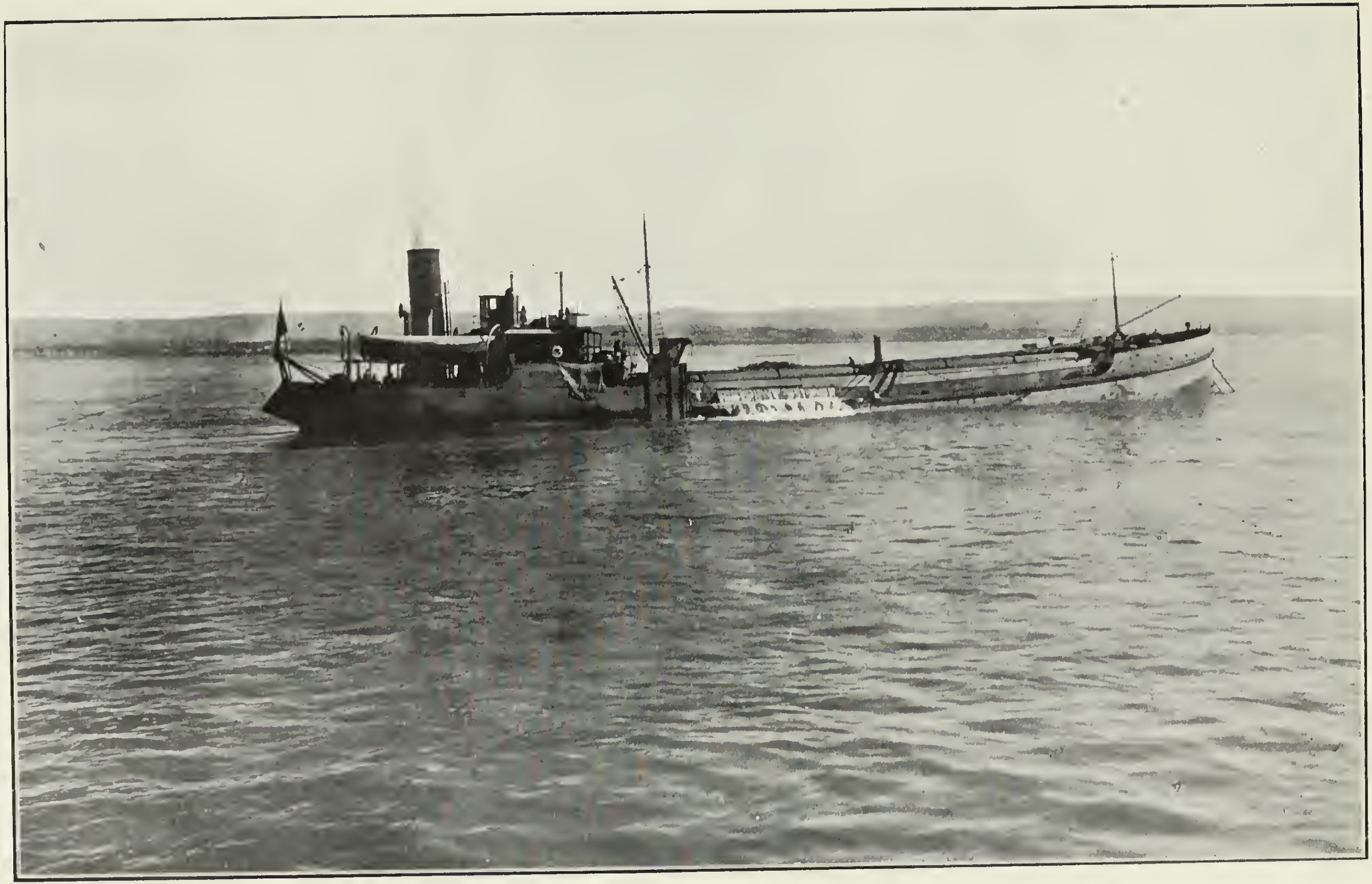
Showing method of putting in tamarac poles during the winter, to mark dredging limits on Lake St. Peter.



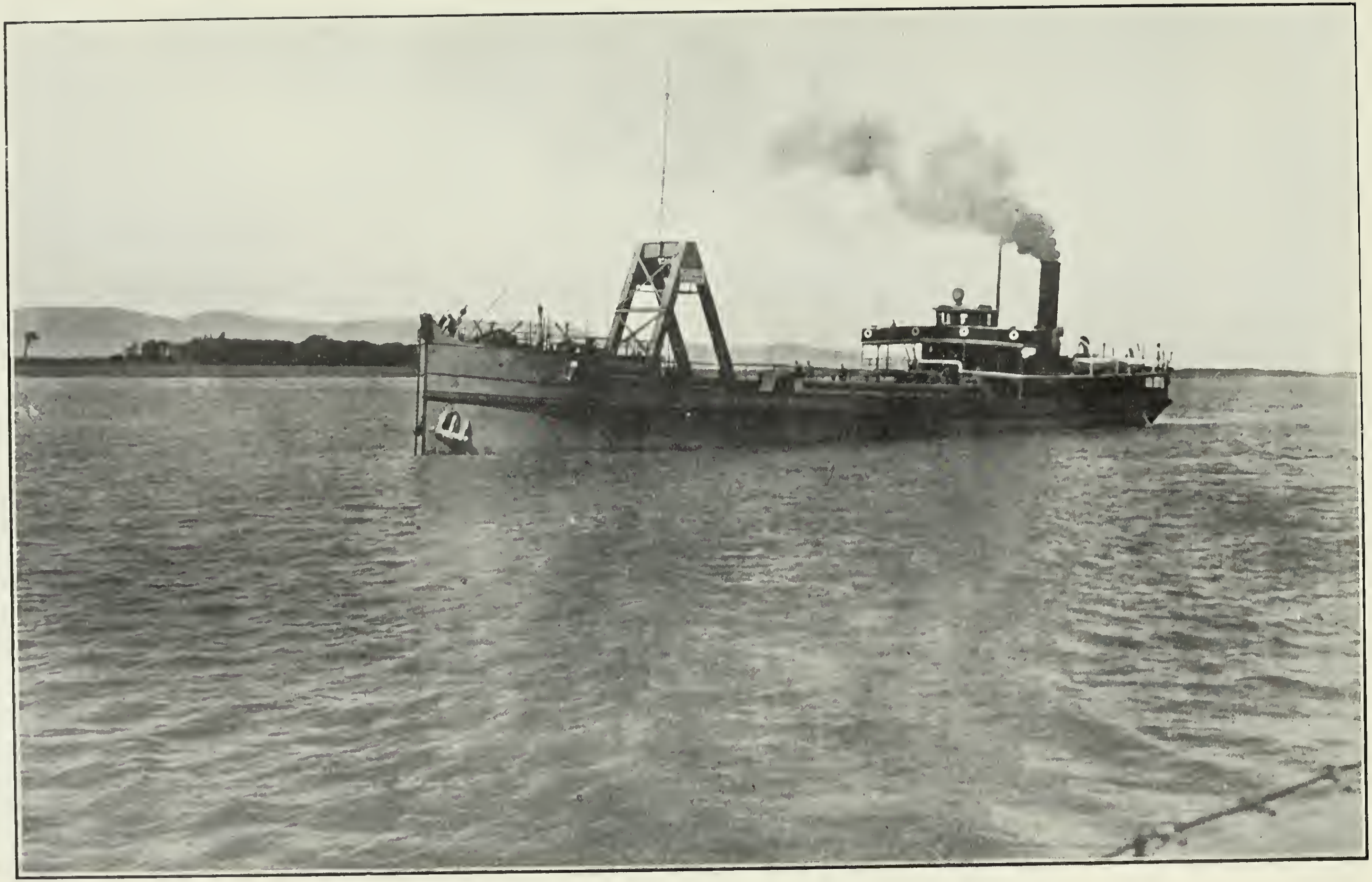
C. G. Ice-breaker "Lady Grey," Lake St. Peter, March, 1910.



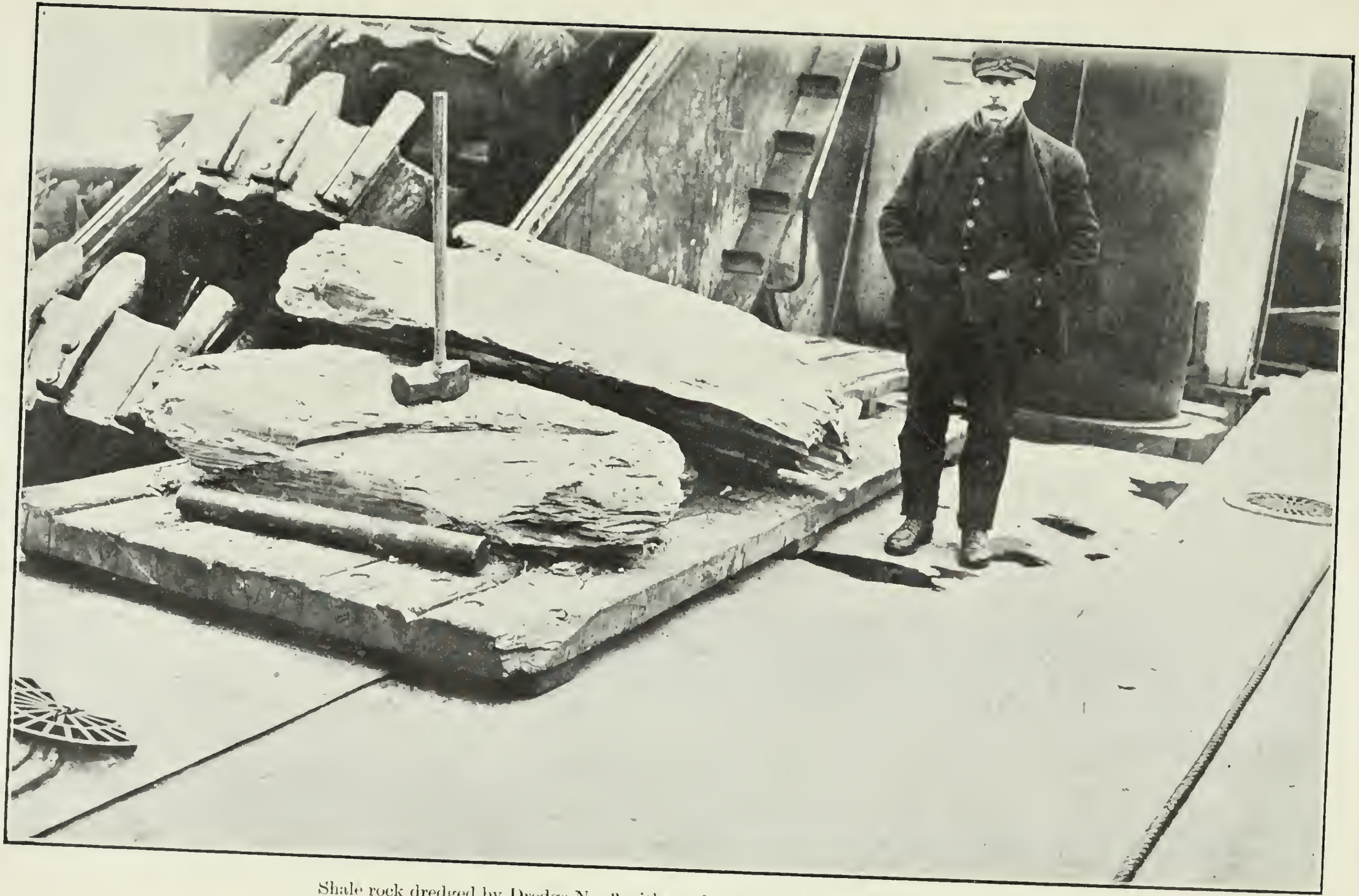
C. G. Ice-breaker "Lady Grey" breaking up heavy bank of piled ice at White Buoy curve. Lake St. Peter, March, 1910.



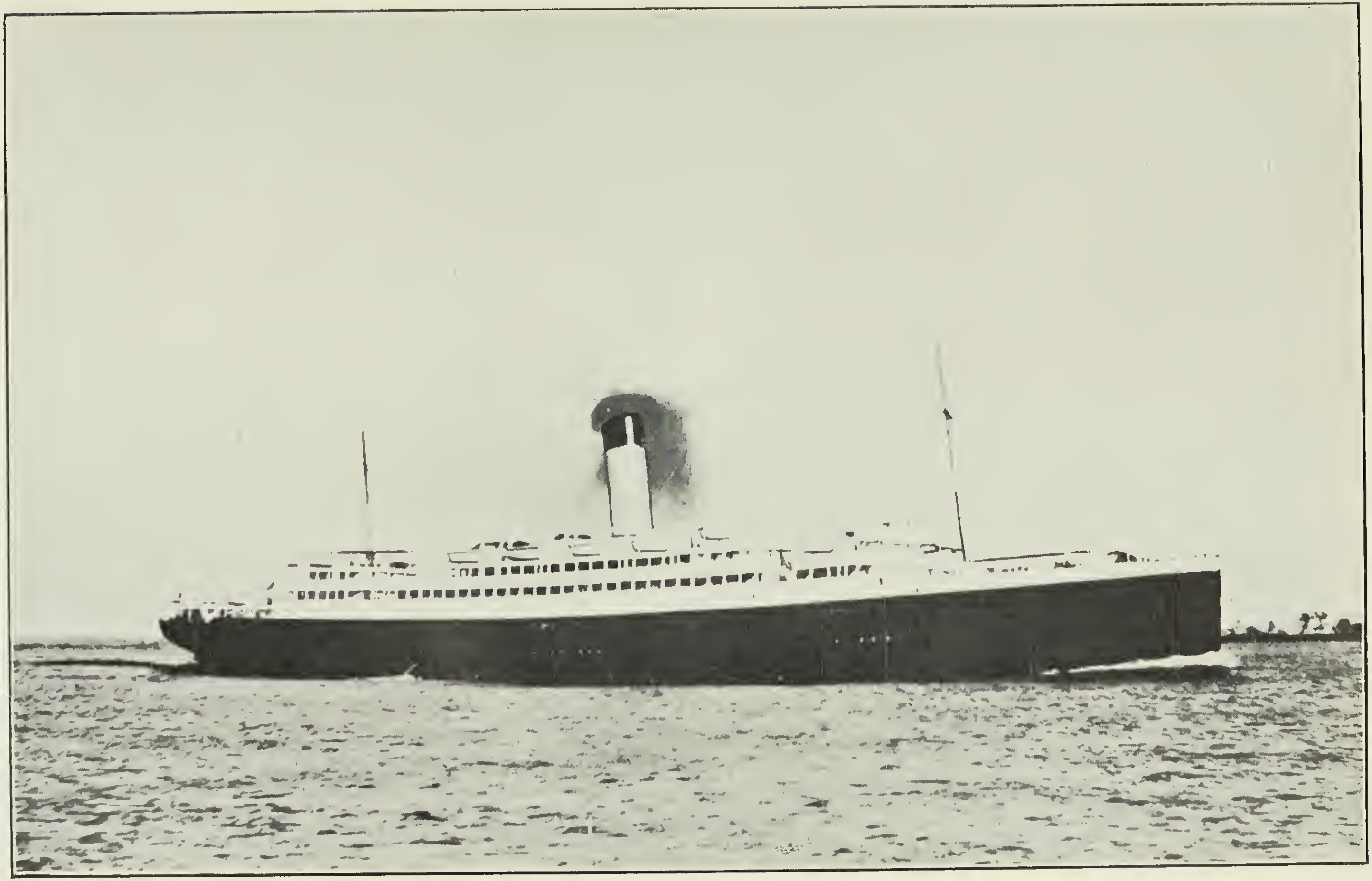
Sand Pump Hopper Sea-going Dredge No. 9 working at Beaujeu Channel, below Quebec.



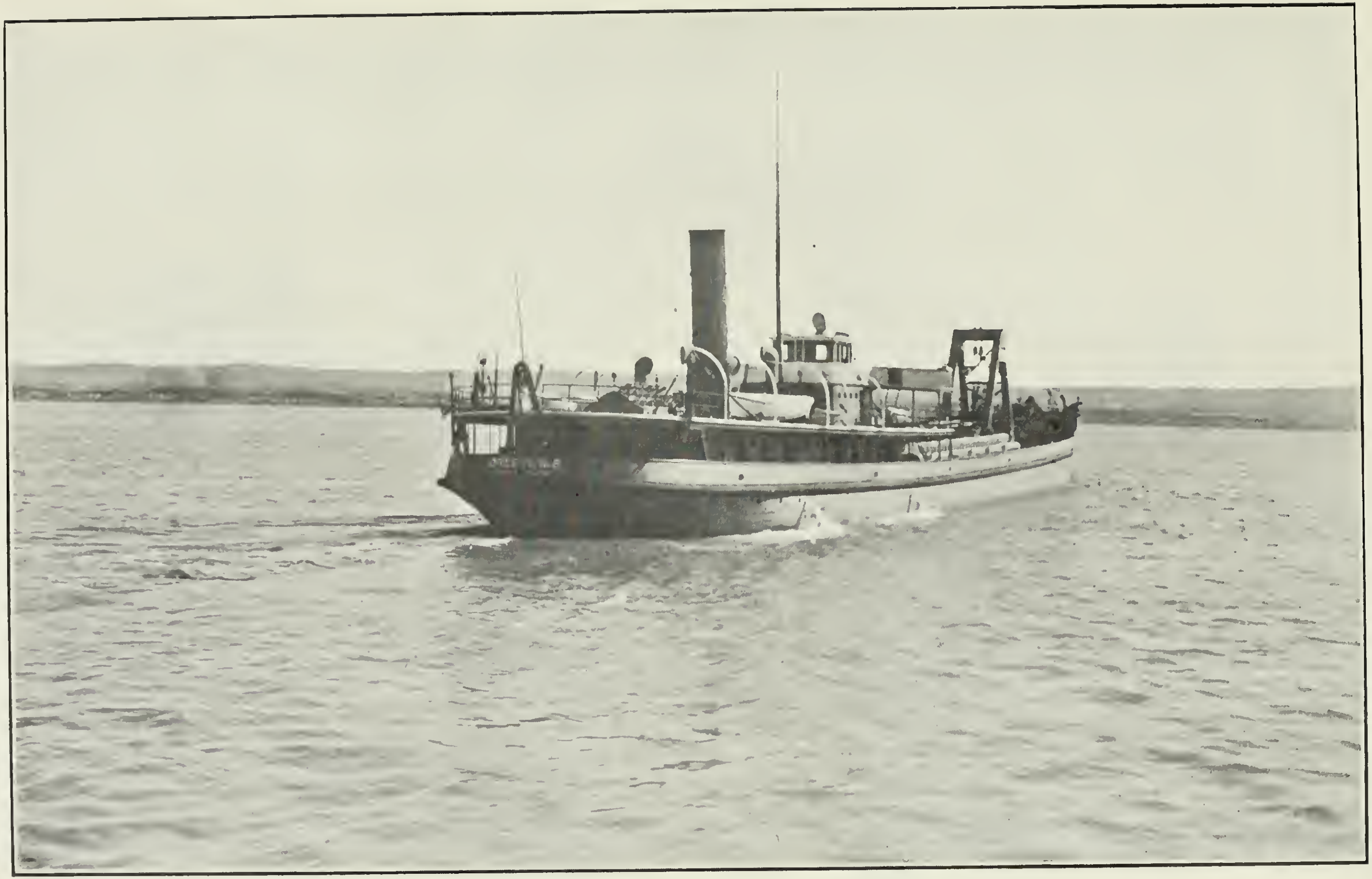
Hydraulic Hopper Sea-going Dredge No. 8 working at St. Thomas Bank, below Quebec.



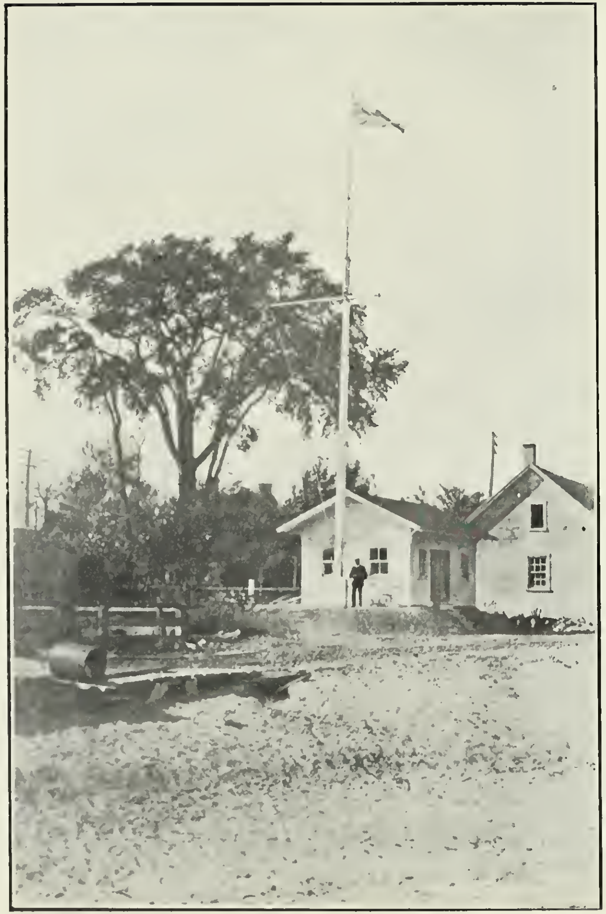
Shale rock dredged by Dredge No. 3 without the aid of explosives, at Cap Charles.



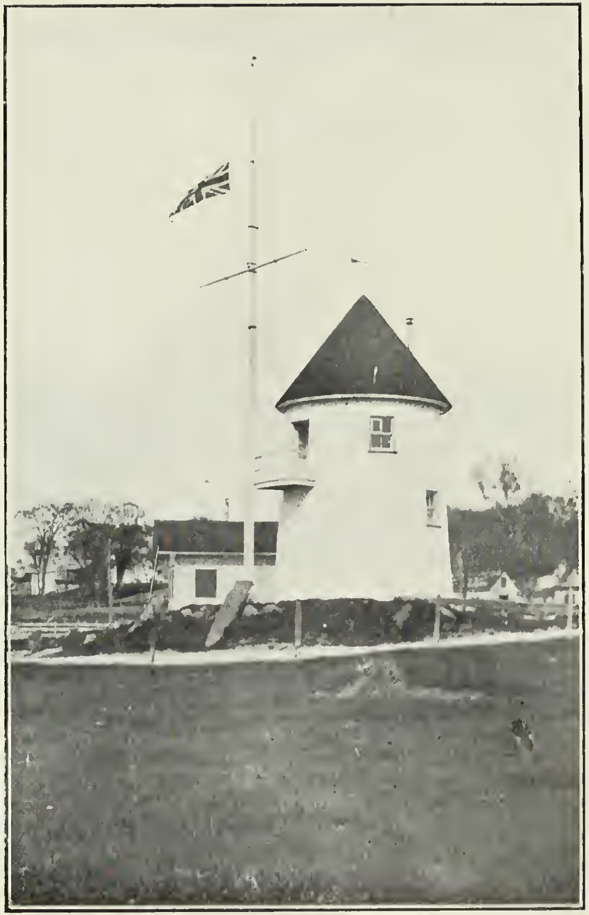
The latest acquisition to the St. Lawrence Route, SS. "Laurentic," 15,000 tons, opposite Pointe aux Trembles (en haut).



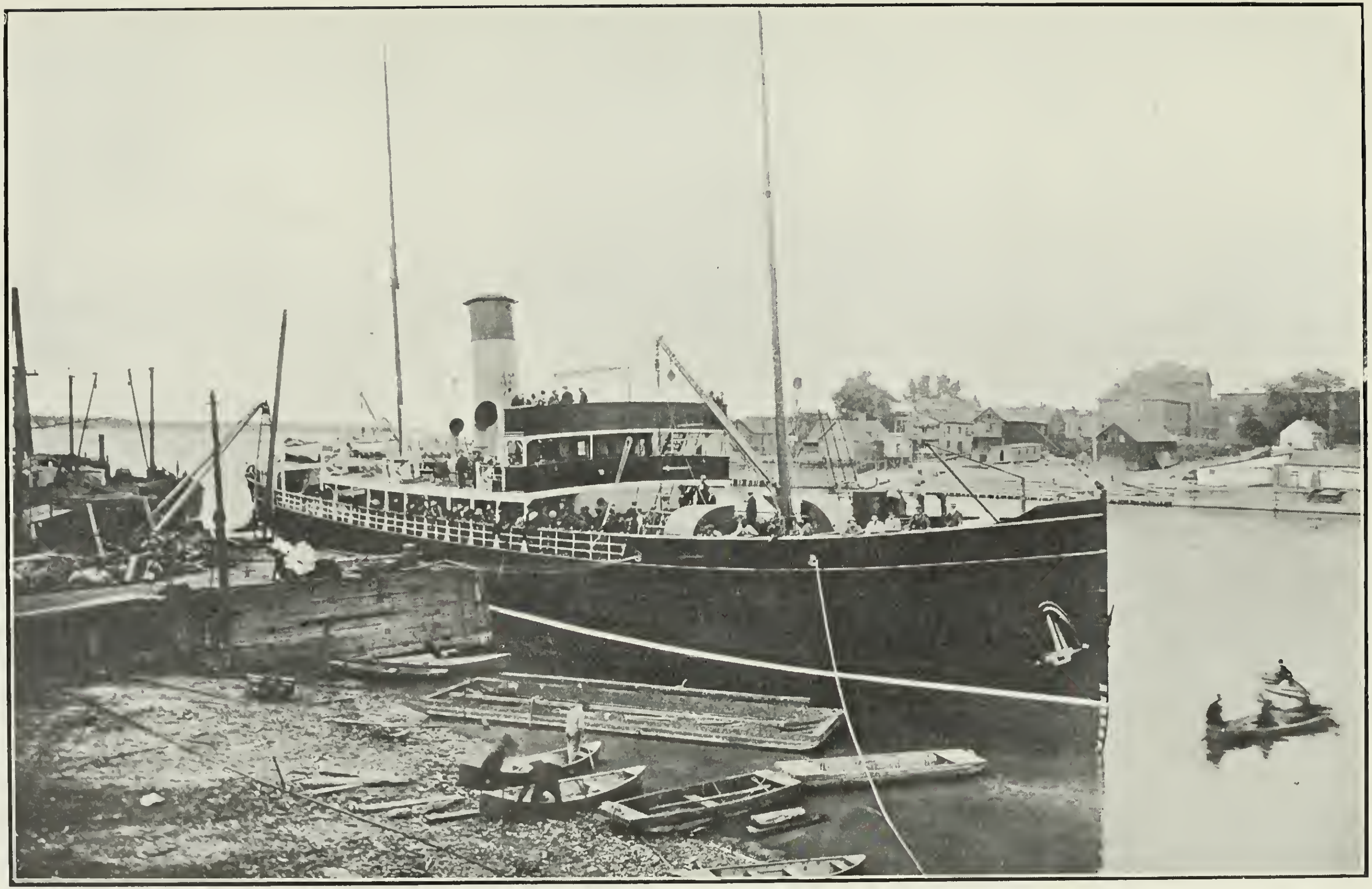
Hydraulic Dredge No. 8 off to the dumping ground.



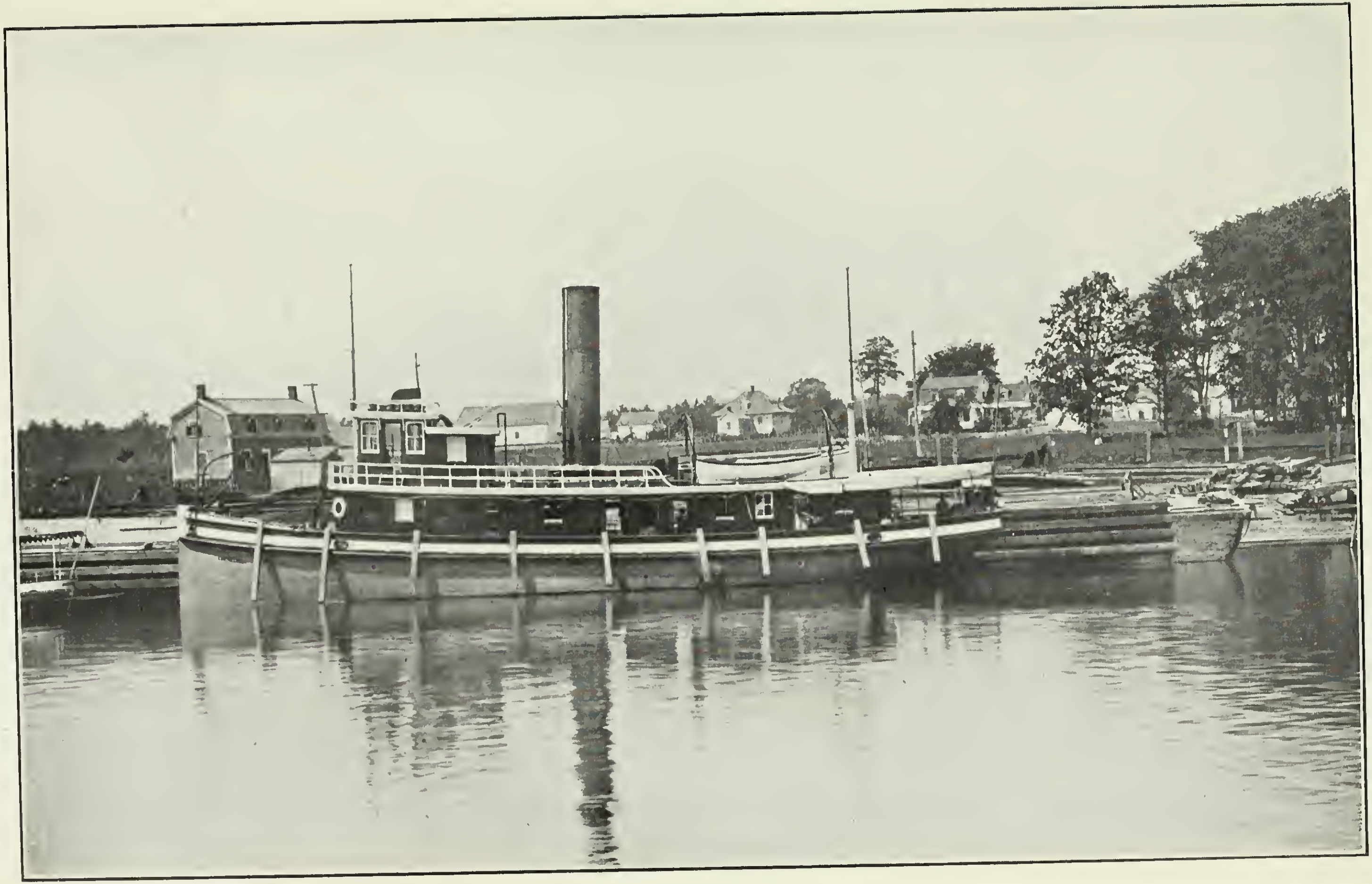
Signal Station at Batiscan, P.Q.



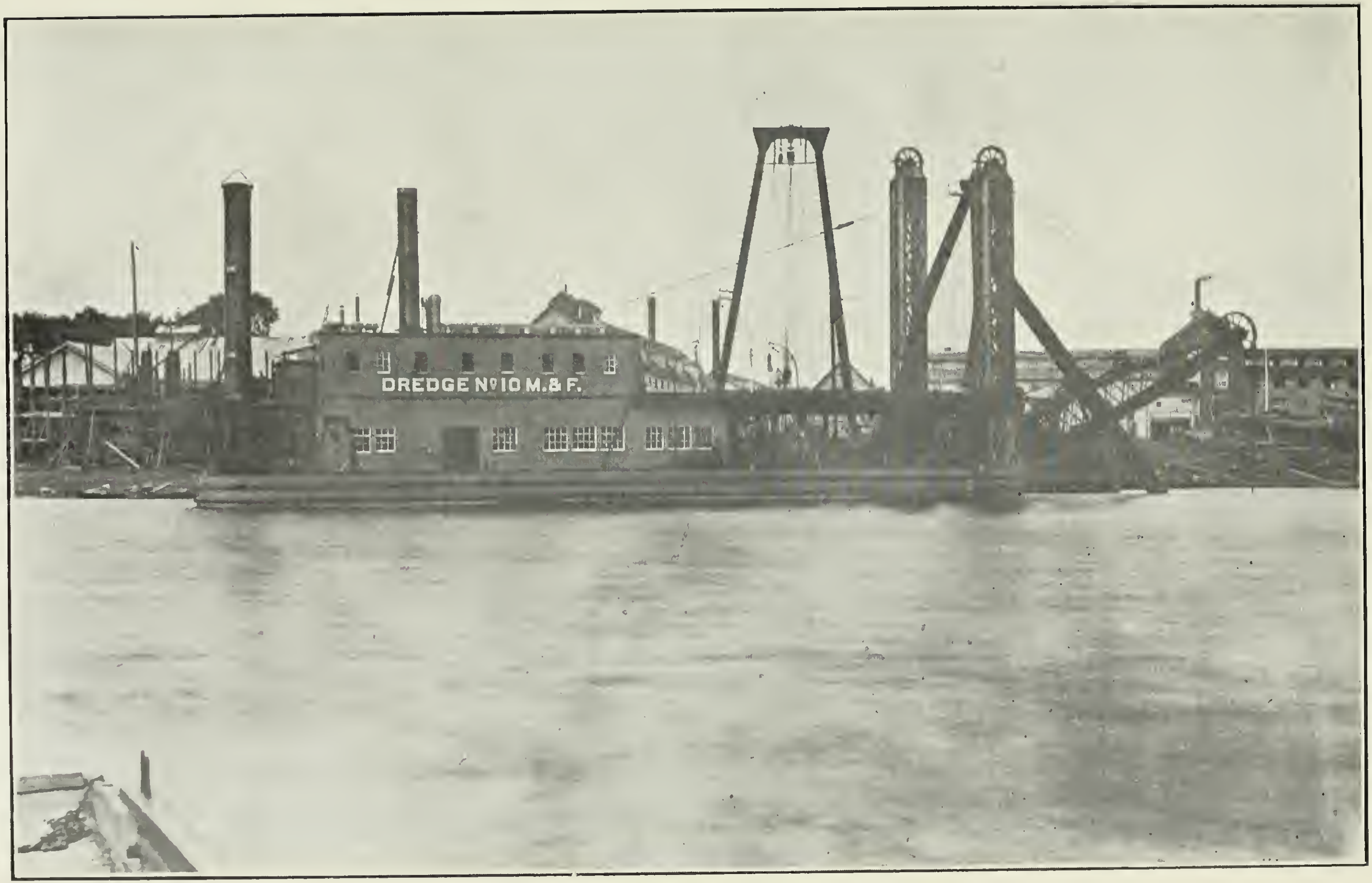
Old Vercheres Wind-mill built in 1690, which has been restored, and now used as a Signal Station.



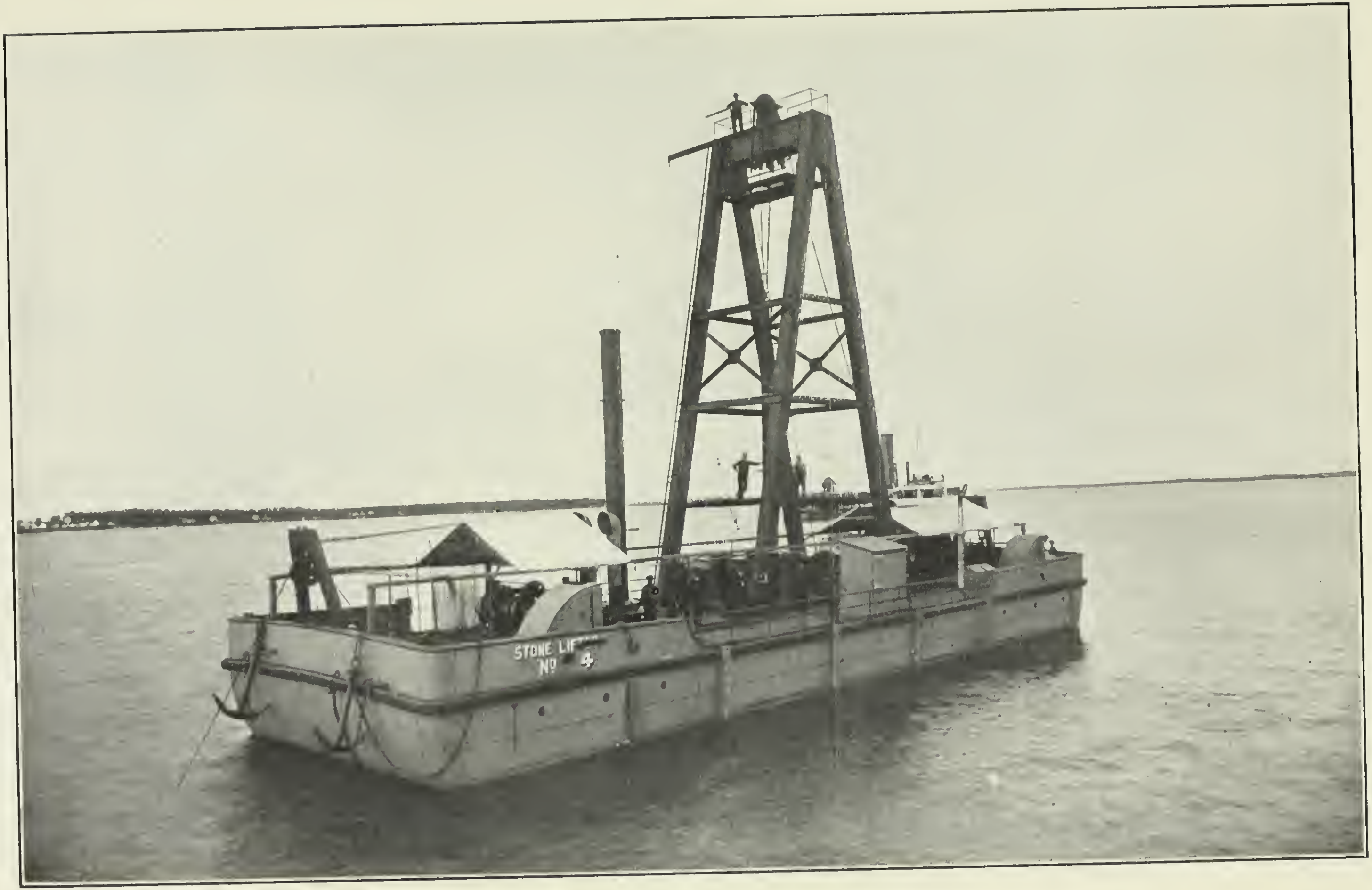
C. G. Ste. "Montmagny."



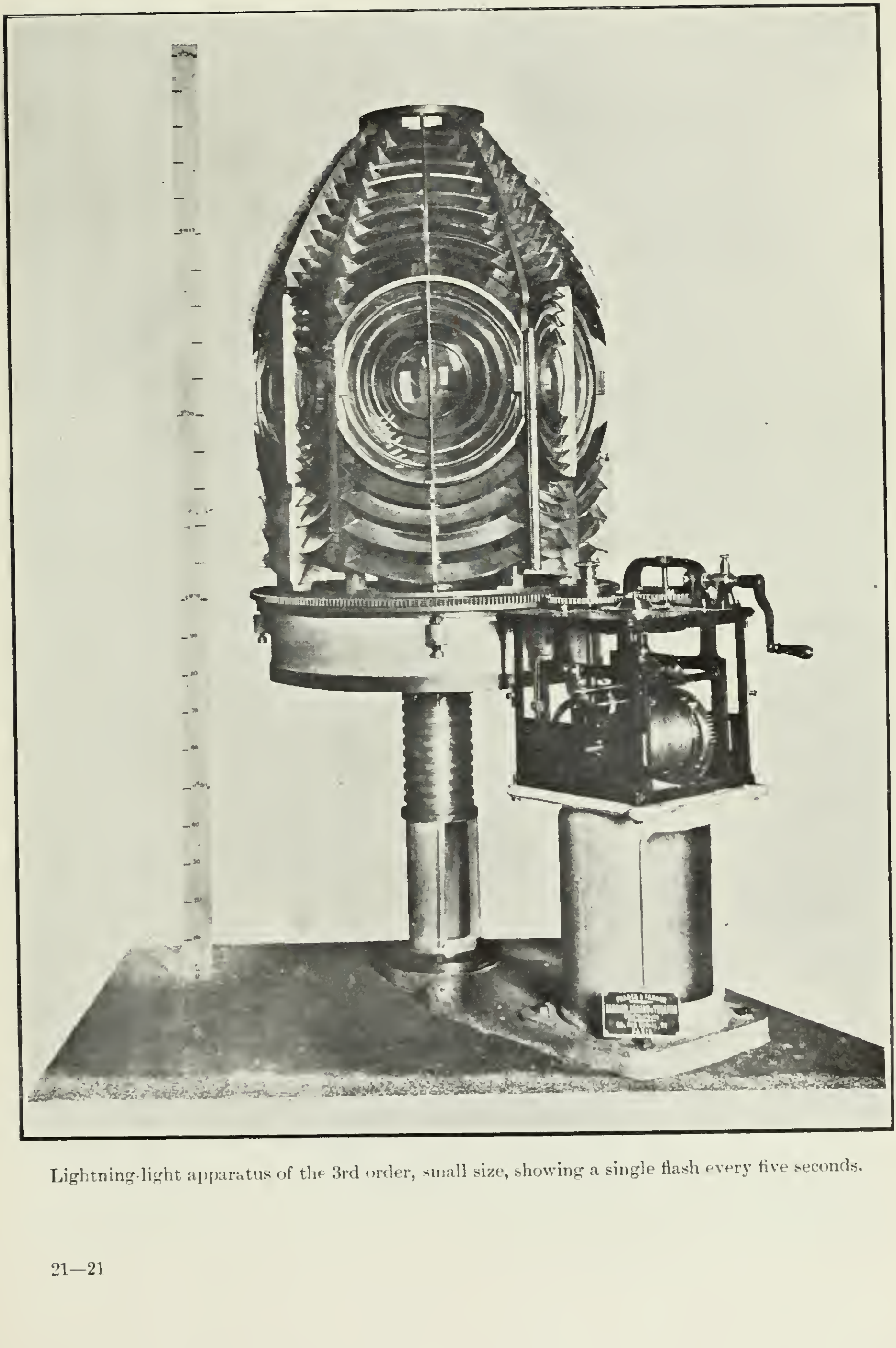
Tug "Contrecœur".



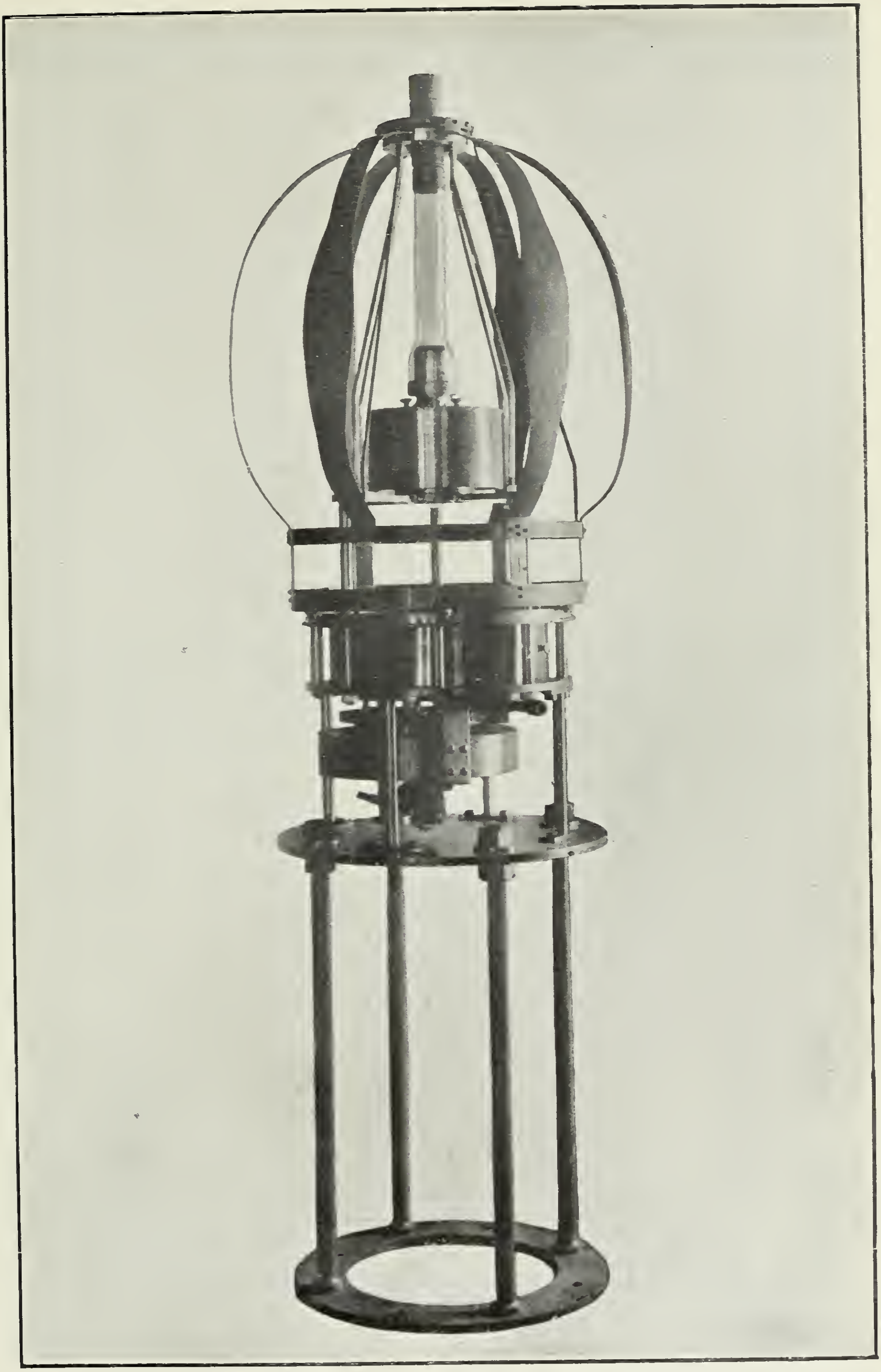
Dredge No. 10 at Sorel.



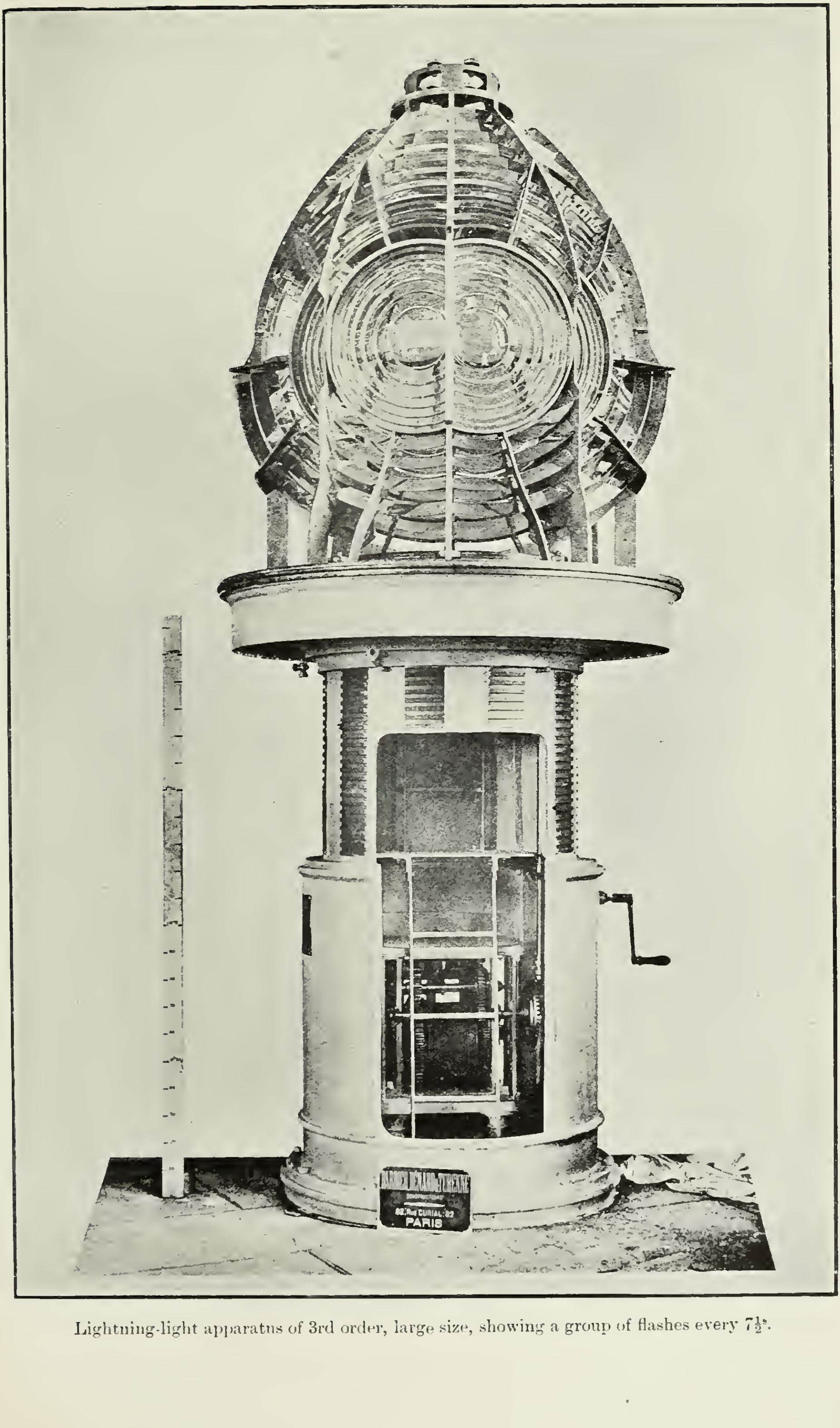
Stone Lifter.



Lightning-light apparatus of the 3rd order, small size, showing a single flash every five seconds.



Occulting mechanism for use in connection with drum lenses.



Lightning-light apparatus of 3rd order, large size, showing a group of flashes every $7\frac{1}{2}^{s}$.

SUPPLEMENT TO THE ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES

MARINE

NINTH REPORT

OF THE

GEOGRAPHIC BOARD OF CANADA

FOR YEAR ENDING JUNE 30

1910

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1911

To the Hon. L. P. Brodeur,
Minister of Marine and Fisheries.

The undersigned has the honour to submit the Ninth Report of the Geographic Board of Canada, for the year ending 30th June, 1910.

WM. P. ANDERSON,
Chief Engineer, Marine Dept.
Chairman of the Board.

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ORDER IN COUNCIL

THE CANADA GAZETTE.

OTTAWA, Saturday, June 25, 1898.

[3324]

AT THE GOVERNMENT HOUSE AT OTTAWA

SATURDAY, DECEMBER 18, 1897.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, by and with the advice of the Queen's Privy Council of Canada is pleased to create a 'Geographic Board' to consist of one member for each of the Departments of the Geological Survey, Railways and Canals, Post Office, and Marine and Fisheries, such member, being appointed by the Minister of the department; of the Surveyor General of Dominion Lands, of such other members as may from time to time be appointed by Order in Council, and of an officer of the Department of the Interior, designated by the Minister of the Interior, who shall act as secretary of the Board; and to authorize the Board to elect its chairman and to make such rules and regulations for the transaction of its business as may be requisite.

His Excellency is further pleased to order and direct, that all questions concerning geographic names in the Dominion which arise in the departments of the public service shall be referred to the Board, and that all departments shall accept and use in their publications the names and orthography adopted by the Board.

JOHN J. McGEE,
Clerk of the Privy Council

Extract from O. in C. dated Dec. 14, 1899.

'That the Order in Council constituting the Board be amended by giving to the government of the North-west Territories and to each Province the right to nominate one of their officials as a member of the Board who shall advise the Board with reference to names in his Province, provided that the several governments undertake to be guided by the decisions of the Board.

MEMBERS OF THE GEOGRAPHIC BOARD OF CANADA

Wm. P. ANDERSON	Chief Engineer, Department of Marine and Fisheries, *Chairman*
W. H. BOYD	Topographer, Geological Survey, Department of Mines.
E. DEVILLE	Surveyor-General of Dominion Lands
A. G. DOUGHTY	Dominion Archivist
D. B. DOWLING	Geologist, Geological Survey, Department of Mines
E. V. JOHNSON	Inspecting Engineer, Department of Railways and Canals
C. O. SENÉCAL	Geographer and Chief Draughtsman, Geological Survey, Department of Mines
Wm. SMITH	Secretary, Post Office Department
JAMES WHITE	Secretary, Commission of Conservation
A. H. WHITCHER	Department of the Interior, *Secretary*

Executive Committee

Wm. P. ANDERSON J. WHITE A. H. WHITCHER

PROVINCIAL REPRESENTATIVE MEMBERS

(Order in Council, December 14, 1899)

ONTARIO	AUBREY WHITE, Deputy Minister of Lands and Forests, Toronto, Ont.
QUEBEC	EUGENE ROUILLARD, Secretary, Department of Lands and Forests, Quebec
NEW BRUNSWICK	Wm. S. CARTER, Chief Superintendent of Education, Fredericton, N. B.
NOVA SCOTIA	A. H. MacKAY, Superintendent of Education, Halifax, N, S.
PRINCE EDWARD ISLAND	HON. JOHN RICHARDS, Provincial Secretary, (ex-officio), Charlottetown, P. E. I.
BRITISH COLUMBIA	W. F. ROBERTSON, Provincial Mineralogist, Victoria, B. C.
SASKATCHEWAN	JOHN A. REID, Deputy Provincial Treasurer, Regina, Sask.

GEOGRAPHIC BOARD OF CANADA

BY-LAWS.

I—Officers of the Board.

The officers shall consist of a chairman (who shall be elected by ballot), of an executive committee of three to be nominated by the chair and approved by the Board, all of whom shall serve for one year or until their successors shall be chosen, and of the secretary.

II—Duties of Officers.

(*a.*) The chairman shall preside at the meetings and shall certify to the decisions of the Board. He shall appoint all committees not specially named by the Board. In his absence the Board shall have power to elect a temporary chairman.

(*b.*) The secretary shall keep minutes of the proceedings of the Board and shall record the decisions rendered, or other action of the Board upon cases submitted to it, with reference to the papers filed in each case. He shall maintain files of the original papers, or copies of them, that may be presented in each case, conveniently arranged for reference. He shall, under the instructions of the Board, conduct the general correspondence and shall receive communications presented for the consideration of the Board.

(*c.*) The executive committee shall receive through the secretary all communications requiring decision by the Board, shall investigate the questions presented and, after securing information from all available sources, shall report to the Board with recommendations regarding them.

(*d.*) Before dealing with any name within a province represented upon the Board, such name shall be submitted to the representative of said province for examination and report.

(*e.*) Upon the receipt of a communication submitting place-names for the consideration of the Board, it shall be the duty of the secretary, after preliminary submission to the executive committee, to transmit at once a copy of such communication, together with any papers relating thereto. to the member of the Board for the province affected, and also, in the case of coast names appearing on admiralty charts, to the hydrographer of the admiralty.

(*f.*) So soon as the report of the provincial representative, and in the case of chart names, the report of the hydrographer, are received, the secretary shall immediately submit the whole correspondence to the executive committee who shall promptly prepare the names for submission to the Board.

(*g.*) The secretary shall enter upon every record submitted for the consideration of the Board, the recommendation of the provincial representative, and, if any, the recommendation of the hydrographer.

III—Meetings.

The Board shall hold regular meetings on the first Tuesday in each month. Special meetings may be called by the chairman or by the executive committee. Five members of the Board shall constitute a quorum, but on the written request of any member, filed with the secretary of the Board within a month from the date of a meeting, any decision adopted at such meeting shall be reserved for approval by a majority of the full Board. The affirmative vote of a majority of all the members of the Board shall be required for the final decision in any case. All motions presented for the consideration of the Board shall be submitted in writing

IV—Reports.

The Board shall publish its decisions on geographic names, after each meeting, in the *Canada Gazette* and in bulletins, the same to be consolidated in a general report of the Board's work, to be issued after the 30th of June in each year.

V—Amendments.

These by-laws may be amended at any regular or special meeting, by a majority vote of all the members of the Board, provided that copies of the proposed amendment have been sent by the secretary to the members of the Board at least twenty days previous to the time the vote is taken.

RULES OF NOMENCLATURE.

1. When the priority of a name has been established by publication, particularly when such publication has occurred in any standard or authoritative work or works, that name should, if possible, be retained.

2. When names have been changed or corrupted, if not too firmly established by local usage or otherwise, the original forms should be restored.

3. In cases where what was evidently originally the same word, appears with various spellings sanctioned by local usage or otherwise, these various spellings when applied to different features should be regarded as in effect different names, and as a rule it is inadvisable to attempt to produce uniformity.

4. As a rule the first published name should be retained, but where a choice is offered between two or more names for the same place or locality, all sanctioned by local usage, that which is most appropriate and euphonious should be adopted.

5. The possessive form should be avoided whenever it can be done without destroying the euphony of the name or changing its descriptive application. Where the possessive form is retained, the apostrophe should be dropped.

6. It is desirable to avoid the use of hyphens to connect parts of Indian names.

7. Names consisting of more than one word may be connected by hyphens or combined in one word as may be advisable.

8. It is desirable to avoid the use of the words city and town as parts of names.

9. The form 'canyon' may be used instead of 'cañon'. but the latter is preferable.

10. The term 'brook' is considered preferable to 'creek' for designating small streams, and will be adopted in cases where the latter has not become too firmly fixed.

11. The Board suggests that the initial letters of generic or descriptive parts of geographical names, when used in reports or other documents, should not be capitals.

12. The use of alternative names should be discontinued where possible or not inconvenient.

13. Geographical names in a foreign country should be rendered in the form adopted by that country, except where there are English equivalents already fixed by usage.

14. French names in Canada are to be spelt, accented, hyphenated, etc., according to the rules of the French language.

15. In cases where names already exist, and have been published in both English and French form and have been sanctioned by long usage, no attempt shall be made to abolish either form, but both may be recognized and published in the Board's lists of decisions and it shall be deemed correct to use either form in official documents in either language. In all other cases any duplication of form shall be discouraged and preference shall be given to the form which has priority of origin, whether this be English or French.

16. In English text and map printing, the use of hyphens for composite French names, though it is recommended, shall not be considered obligatory.

17. The spelling of native geographical names should represent, approximately, the true sounds of the words as pronounced in the native tongue. In the orthography of names of Indian origin in the province of Quebec, the rules of the Board, based on those of the Royal Geographical Society, are preferable to French practice as being simpler and in accordance with international usage, and shall be followed in the case of new names.

18. Where a generic descriptive term, such as Cape, Bay, River, etc., is added to a name, it is permissible to translate such term into French for use in French publications, or into English for use in English publications, if it can be done without producing a mixture of English and French.

19. The Board adopts the rules of the Royal Geographical Society for the orthography of geographical names, of which the broad features are as follows:—

(*a*) The vowels are to be pronounced as in Italian and the consonants as in English.

(*b*) Every letter is pronounced, and no redundant letters are introduced. When two vowels come together each one is sounded, though the result, when spoken quickly, is sometimes scarcely to be distinguished from a single sound, as in *ai*, *au*, *ei*.

(*c*) One accent only is used, the acute, to denote the syllable on which stress is laid. This is very important, as the sounds of many names are entirely altered by the misplacement of this 'stress'.

The following amplification of the foregoing rules explains their application:—

Letters.	Pronunciation and Remarks.	Examples.
a	*ah, a* as in *father*	Java, Banana, Somali, Bari.
e	*eh, a* as in *fate*	Tel el Kebir, Oleleh, Yezo, Medina, Levuka, Peru.
i	English *e; i* as in *ravine;* the sound of *ee* in *beet.* Thus, not *Feejee*, but	Fiji, Hindi.
o	*o* as in *mote*	Tokyo.
u	long *u* as in *flute;* the sound of *oo* in *boot.* *oo* or *ou* should never be employed for this sound. Thus, not *Zooloo*, but	Zulu, Sumatra.
	All vowels are shortened in sound by doubling the following consonant.	Yarra, Tanna, Mecca, Jidda
	Doubling of a vowel is only necessary where there is a distinct repetition of the single sound.	Nuulua, Oosima.
ai	as in *aisle*, or English *i* as in *ice*	Shanghai.
au	*ow* as in *how*. Thus, not *Foochow*, but	Fuchau.
ao	is slightly different from above	Macao.
aw	when followed by a consonant or at the end of a word, as in *law*.	Cawnpore.
ei	is the sound of the two Italian vowels, but is frequently slurred over, when it is scarcely to be distinguished from *ei* in the English *eight* or *ey* in the English *they.*	Beirut, Beilul
b	English *b.*	
c	is always soft, but is so nearly the sound of *s* that it should be seldom used.	Celebes.
	If *Celebes* were not already recognized it would be written *Selebes.*	
ch	is always soft as in *church*	Chingchin.
d	English *d.*	
f	English *f.* *ph* should not be used for the sound of *f.* Thus, not *Haiphong*, but	Haifong, Nafa.
g	is always hard. (Soft *g* is given by *j*)	Galapagos.
h	is always pronounced when inserted.	
hw	as in *what;* better rendered by *hw* than by *wh*, or *h* followed by a vowel, thus *Hwang ho*, not *Whang ho*, or *Hoang ho.*	Hwang ho, Ngan hwei.
j	English *j.* *Dj* should never be put for this sound	Japan, Jinchuen.
k	English *k.* It should always be put for the hard *c.* Thus, not *Corea*, but	Korea.
kh	The Oriental guttural	Khan.
gh	is another guttural, as in the Turkish	Dagh, Ghazi.
l		
m	As in English.	
n		
ng	has two separate sounds, the one hard as in the English word *finger*, the other as in *singer.* As these two sounds are rarely employed in the same locality, no attempt is made to distinguish between them.	
p	As in English.	
ph	As in *loophole*	Chemulpho, Mokpho.
th	stands both for its sound in *thing*, and as in *this.* The former is most common.	Bethlehem.
q	should never be employed; *qu* (in *quiver*) is given as *kw*	Kwangtung.
	When *qu* has the sound of *k* as in *quoit*, it should be given by *k.*	
r		
s		
sh		
t	As in English.	
v		
w		Sawakin.
z		
y	is always a consonant, as in *yard*, and therefore should never be used as a terminal, *i* or *e* being substituted as the sound may require. Thus, not *Mikindany*, but not *Kwaly*, but	Kikuyu. Mikindani. Kwale.
z	English *z.*	Zulu.
zh	The French *j*, or as *s* in *treasure*	Muzhdaha.
	Accents should not generally be used, but where there is a very decided emphatic syllable or stress, which affects the sound of the word, it should be marked by an *acute* accent.	Tongatábu, Paláwan, Saráwak.

DECISIONS

In the following list of names, those approved by the Board are printed in small capitals. Names, and different forms of the same name, which have been discarded are also given; the former being printed in *italics* and alphabetically arranged with the adopted names, but the latter, when nearly like the adopted forms, are not repeated.

A

Abatagush; bay, at the south end of lake Mistassini, Mistassini district, Que.

Aberdeen; mountain, northeast of mount Lefroy, Alta. (Not Hazel peak.)

Abbika. See Apika.

Abbot; pass, near mount Lefroy, Alta. and B.C.

Abbott; mountain, south of Glacier station, Kootenay district, B.C.

Abitibi; lake and river, south of James bay. The boundary line between Ontario and Quebec passes through the lake. (Not Abitibbi, Abittibi, nor Abittibbi.)

Abloviak; bay, east shore of Ungava bay, Ungava. (Not Ablorialik.)

Aboushagan; river, Westmorland county, N.B. (Not Abouchagan, Aboushogan, Aboushagin, nor Abougoggin.)

Abraham. See Abram.

Abram; lake, north of Minnitaki lake, Kenora district, Ont. (Not Abraham nor Abram's.)

Achigo. See Sachigo.

Active; pass, between Galiano and Mayne islands, in the southern portion of the strait of Georgia, B.C. (Not Plumper's.)

Acton Corners; post office, Grenville county, Ont. (Not Acton's Corners.)

Actonvale; town, Bagot county, Que. (Not Acton Vale.)

Adam; lake, west of Fluke lake, Kenora district, Ont.

Adams; creek, branch of Bonanza creek, Klondike river, Yukon.

Adelaide; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont.

Admiral. See Saltspring.

Admiralty; group of islands, St. Lawrence river, south of Gananoque, Leeds county, Ont.

Adstock; township and village, Beauce county, Que.

Advance; reef, off Michael point, Manitoulin island, Manitoulin district, Ont.

Affleck; lake, northwest of Rosamond lake, Kenora district, Ont.

Afton; mountain, south of mount Abbott, Selkirk mountains, Kootenay district, B.C.

Agawa; bay, islands, point, and river, Manitoulin district, Ont. (Not Aguawa.)

Agnes; lake, west of lake Louise, Alta. (Not The Goat's Looking Glass.)

Agotawekami; lake, southeast of Abitibi lake, Abitibi district, Que.

Aguawa. See Agawa.

A. H. Ward. See Ward.

Ahwillgate. See Awillgate

Aiabewatik; lake, east of Anzhekumming lake, Kenora district, Ont.

Ainslie; shoal, south of Girouard point, Manitoulin island, Manitoulin district, Ont.

Airy; mountain, east of mount Stanley, Kootenay district, B.C.

Aishihik; lake, and river tributary to the Dezadeash, southwestern Yukon.

Akolkolex; river, tributary to Columbia river, between Revelstoke and Arrowhead, Kootenay district, B.C. (Not Akotkolex.)

Akos; lake, at the head of Kamachigama river, Montcalm county, Que. (Not Akonse nor Akoncy.)

Akotkolex. (See Akolkolex.)

Akpatok; island, Ungava bay, Ungava.

Akpatok. See Aukpatuk.

Akuinu; river, tributary to Athabaska river, Alta. (Not A-kew-i-new.)

Akuling; inlet, north shore of Hudson strait, Franklin. (Not A-ku-ling.)

Akwatuk; bay and river, south of Big river, Ungava. (Not Aquatuk.)

Albanel; lake, east of Mistassini lake, Mistassini district, Que. (Not Little Mistassini nor Mistassinis.) Mistassini lake and the lake called in recent years "Little Mistassini" or "Mistassinis," were explored in 1762 by Pere Charles Albanel, a Jesuit missionary, when on his way from L. St. John to Hudson bay, *via* Rupert river. Pere Albanel gave his name to the smaller lake and it is so named on the maps of Laure 1732, Bellin 1755, D'Anville 1755 and others from 1763 to 1794. In view of this evidence and the recommendation of the advisory member of the Board representing the province of Quebec, the previous decision has been revised.

Albert; canyon, creek, glacier, peak, and snowfield, east of Illecillewaet river, Kootenay district, B.C.

Albert; port, Huron county, Ont.

Albert; town, in Albert county, N.B. (Not Hopewell Corner.)

Albert. See Anderson.

Aldborough; post office and township, Elgin county, Ont. (Not Aldboro.)

Albury; post village, Ameliasburg township, Prince Edward county, Ont.

Aldridge; lake, west of Obowanga river, Thunder Bay district, Ont.

Alemek. See Lamek.

Alexandra; lake, Smellie township, Kenora district, Ont.

Alford; post office and railway station, Brant county, Ont. (Not Alford Junction.)

Alford Junction. See Alford.

Algernon; rock, in St. Lawrence river, southeast from "Stone Pillar," below Goose island, L'Islet county, Que. (Not Roche à Veillons nor South.)

Alki; creek, tributary to Klondike river, Yukon.

Allan; lake, east of Wallace river, and river tributary to Saulteux river, central Alberta.

Allan; point, south of Dorval, Jacques Cartier county, Que. (Not Marion.)

Allan Corners; post office, Chateauguay county, Que. (Not Allan's Corners.)

Allan Mills; post office, Lanark county, Ont. (Not Allan's Mills.)

Allanwater; river, emptying into Wabakami lake, Thunder Bay district, Ont.

Allen; island, west of Beekman peninsula, Franklin.

Allgold; creek, tributary to Klondike river, Yukon.

Alligator; lake and mountain, north of Watson river, southern Yukon.

Alma; creek, tributary to Klondike river, Yukon.

Alsek; river, formed by the junction of the Dezadeash and Kaskawulsh, Cassiar district, B.C. and Yukon. (Not Alseck nor Altsek.)

Alukpaluk; bay, southeast shore of Ungava bay, Ungava.

Alwin; rock, west of Bigsby island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Amazon. See Milton.

Ameliasburg; township, Prince Edward county, Ont. (Not Ameliasburgh.)

Amherst; island, in lake Ontario, Addington county, Ont.

Amik; lake, south of Minnitaki lake, Kenora district, Ont.

Amiskwi; peak, near headwaters of Amiskwi river, Rocky mountains, Kootenay district, B.C.

Amiskwi; river, tributary to Kicking Horse river, Kootenay district, B.C. (Not Beavertail nor North Branch of Kicking Horse river.)

Amy; point, at north end of Gribbell island, Coast district, B.C.

Anamebini; river, tributary to Severn river, Keewatin. (Not Anamabine.)

Anderson; channel, east of Beekman peninsula, Franklin.

Anderson; point, at northeast entrance to Washow bay, lake Winnipeg, Man. (Not Albert.)

Anderson. See Henderson.

Anderson Corners; post office, Huntingdon county, Que. (Not Anderson's Corners.)

Angle peak. See The Vice-President.

Anesty. See Anstey.

Ann; point, Upper Arrow lake, Kootenay district, B.C. (Not Lone Tree.)

Anne; point, opposite Massasauga point, Hastings county, Ont.

Annette; lake, north of mount Temple, Alta.

Annie; lake, north of the "big bend" of Wheaton river, southern Yukon.

Annimwash; bay, in L. St. Joseph, and lake north of L. St. Joseph, Keewatin.

Anse-au-Vallon; village, Gaspé county, Que. (Not L'Anse-à-Valleau.)

Anstey; arm, creek, lake, and river, Shuswap lake, Yale district, B.C. (Not Anesty.)

Anstruther; lake and township, Peterborough county, Ont. (Not Eagle.)

Ant. See Deacon.

Anticline; mountain, between headwaters of Nordenskiöld river and L. Laberge, Yukon.

Antonio; point, southerly extremity of Maurelle island, Coast district, B.C.

Anuk; river, tributary to Stikine river, Cassiar district, B.C.

Anvil; mountain, between Cottonwood and Dease rivers, Cassiar district, B.C.

Anwatan; lake, east of Grand lake Victoria, Pontiac county, Que.

Anzhekumming; lake, northeast of Manitou lake, Kenora district, Ont. (Not Upper Manitou.)

Apeganau; river, tributary to Burntwood river, Keewatin. (Not Muddy Water.)

Apika; brook, flowing into the head of lake Timiskaming, Pontiac county, Que. (Not Abbika.)

Apussigamasi; lake, on Burntwood river, Keewatin. (Not Appussigamahsin.)

Aquatuk. See Akwatuk.

Arbutus; rock, south of cape Hurd, Bruce county, Ont.

Arbutus. See Saddle.

Arcand; bay, in Ottawa river, west of Montebello, Ottawa county, Que. (Not Arcans, Cardinal's nor Charlebois.)

Arcans. See Arcand.

Archibald; bay, north shore of Hudson strait, Franklin.

Ardoise. See L'Ardoise.

Argyle; creek, tributary to St. Mary river, Kootenay district, B.C.

Argyle; islands, northwest of Burke island, Bruce county, Ont.

Arignole. See Orignal.

Arkansas; creek, tributary to Dominion creek, Indian river, Yukon.

Ark-e-leenik. See Thelon.

Arkell. See Kusawa.

Arm; islands, Southgate group, Queen Charlotte sound, Coast district, B.C.

Armstrong; lake, Redditt township, Kenora district, Ont.

Aroostook; river, tributary to St. John river, Victoria county, N.B. (Not Arostook.)

Arosen; island, in Ottawa river, west of Montebello, Ottawa county, Que. (Not Arouson, Rousseau nor Roussin.)

Arrowsmith; mountain, southeast of Alberni, Vancouver island, B.C.

Arrowwood. See Rosebud.

Arthuret; village, Victoria county, N.B. (Not Arthurette.)

Arthur Land. See Ellesmere.

Arthur Seat; mountain near Nahlin river, Cassiar district, B.C. (Not Arthur's.)

Ascot; post office, Sherbrooke county, Que. (Not Ascot Corner.)

Ash; brook, northeast of Nozheiatik lake, Kenora district, Ont.

Ash; lake, Redditt township, Kenora district, Ont.

Ash. See Lynedoch.

Ashby; lake and township, Addington county, Ont. (Not Island lake.)

Ashe; inlet, south shore of Big island, Hudson strait, Franklin.

Asheigamo; lake, south of lake Hill, Kenora district, Ont. (Not Tasheigama nor Bass.)

Asheweig; river, tributary to Winisk river, southeastern Keewatin. (Not West Winisk.)

Ashton; point, Douglas channel, opposite Maitland island, Coast district, B.C.

Ashuapmuchuan; lake, and river, Lake St. John county, Que.

Asinitchibastat; lake, west of Chibougamau lake, Abitibi district, Que. (Not Asinitebastat.)

Asippitti; river, tributary to Burntwood river, Keewatin.

Askitichi; lake, headwaters of Ashuapmuchuan river, Chicoutimi county, Que.

Askow. See Bow.

Askwahani. See Eskwahani.

Aspasia; island, southwest of Grenadier island, St. Lawrence river, Leeds county, Ont.

Aspatagoen. See Aspotogan.

Aspotogan; harbour, mountain, peninsula, and post office, Lunenburg county, N.S. (Not Aspatagoen.)

Aspy; bay and river, Victoria county, N.S. (Not Aspee.)

Assinkepatakiso; lake, near Atikwa lake, Kenora district, Ont.

Assiwanan; lake, at headwaters of St. Maurice river, Champlain county, Que. (Not Asiwawanan.)

Astounder; island, southwest of Axeman island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

Asulkan; brook, falls, glacier, pass, and ridge, Selkirk mountains, Kootenay district, B.C.

Atem. See Atim.

Athabaska; lake, in Alta. and Sask. (Not Athabasca.)

Athabaska; river, and Athabaska Landing post office, northern Alberta. (Not Athabasca.)

Athapapuskow; lake, west of Cranberry lake, Keewatin. (Not Athapuscow.)

Athol; bay, Athol township, Prince Edward county, Ont. (Not Little Sandy.)

Atic-a-make. See Atikameg.

Atik; river, tributary to Migiskan river, below Millie lake, Abitibi district, Que. (Not Atikosipi.)

Atikameg; lake, north of The Pas, Keewatin. (Not Atic-a-make.)

Atikmahik; lake, northeast of lake Timiskaming, Pontiac county, Que.

Atikonak; lake and river, near height of land, south of Hamilton river, Ashuanipi district, Que. (Not Attikonak.)

Atikosipi. See Atik.

Atikwa; lake, southeast of Dryberry lake, Kenora district, Ont. (Not Deer.)

Atim; river, flowing into Manuan lake, upper St. Maurice river, Champlain county, Que. (Not Atem.)

Atlin; lake, Cassiar district, B.C. and Yukon.

Atlin; mining division and mountain, Cassiar district, B.C.

Atocas. See Azatika.

Attawapiskat; lake and river, emptying into James bay, Keewatin. (Not At-tah-wha-pis-kat nor Attawapiscat.)

Attim Segoun. See Iosegun.

Atikkamek; creek, tributary to Iosegun river, Alta. (Not Atikkamey.)

Attikonak. See Atikonak.

Attitti; lake, south of Churchill river and east of Pelican narrows, Sask.

Aubrey; island, Admiralty group, St. Lawrence river, Leeds county, Ont. (Not Burnt, Dark, nor Smoke.)

Augustine; peak, in the Bishops' range of the Selkirks, Kootenay district, B.C.

Aukpatuk; fishing station, west coast of Ungava bay, Ungava. (Not Akpatok.)

Aulac; river, emptying into Cumberland bay, Westmorland county, N.B. (Not Au Lac nor Oulac.)

Ausable; river, south of Goderich, Huron county, Ont. (Not aux Sables nor Sable.)

Austin; lake, Melick township, Kenora district, Ont.

Australia; creek, tributary to Indian river, Yukon.

Autaca. See Azatika.

Ava; inlet, north shore of Hudson strait, Franklin.

Avalanche; creek, glacier, and mountain, Selkirk mountains, Kootenay district, B.C.

Awillgate; canyon and village, on Bulkley river, four miles from the Skeena, Cassiar district, B.C. (Not Ahwillgate.)

Axel Heiberg; island, west of Ellesmere island, Franklin.

Axeman; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

Ayesha; peak, north of mount Collie, Rocky mountains, Kootenay district, B.C.

Aylen; lake, Dickens township, Nipissing district, Ont. (Not Little Opeongo.)

Aylmer; canyon and mountain, north of lake Minnewanka, Rocky Mountains park, Alta.

Aylmer; lake, Wolfe county, Que.

Aylmer; railway station and town, Ottawa county, Que. (Not Aylmer East.)

Aylmer; town, Elgin county, Ont.

Aylmer; township, Beauce county, Que.

Azatika; bay and brook, Prescott county, Ont. (Not Atocas, Autaca, Dez Amecane nor Deseticaux.)

B

Babine; mountain range, lake, and river tributary to Skeena river, Cassiar district, B.C.

Bach; mountain, in southwestern Yukon, near Hutshi lakes.

Bachewanaung. See Batchawana.

Back. See Prairies.

Backs; river, flowing northeasterly through Keewatin and Mackenzie districts, into the Arctic ocean. (Not Thlewcechodezeth nor Great Fish.)

Back's Western. See Western.

Bacon; cove and point, on north side of Prince Rupert harbour, Coast district, B.C.

Bacon; rock, west of Ridley island, southeast of entrance to Prince Rupert harbour, Coast district, B.C.

Bacon. See Vigilant.

Bad. See Bull.

Badesdawa; lake, north of L. St. Joseph, Keewatin.

Bad Neighbour; rock, in main channel at entrance to Georgian bay, Bruce county, Ont.

Bad Rice. See Kaiashkomin.

Bad Throat. See Manigotagan.

Baffin; island, Franklin. (Not Baffin Land.)

Bagheera; mountain, Hermit range of the Selkirks, Kootenay district, B.C.

Bagot; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Narrow nor Rattlesnake.)

Bagutchuan. See Pagwachuan.

Baie des Chaleurs. See Chaleur bay.

Baie-St. Paul; town, Charlevoix county, Que. (Not St. Paul's Bay.)

Baie-Verte; village, Westmorland county, N.B. (Not Bay Verte.)

Bailey; lake, south of L. Seul, Kenora district, Ont. (Not Edith.)

Bain; brook, tributary to Incomappleux river Kootenay district, B.C.

Bain; rock, in middle of channel between Great and Outer Duck islands, Manitoulin district, Ont.

Bakado; lake, south of Separation lake, Kenora district, Ont.

Baker; creek and lake, north of Eldon station, Rocky mountains, Alta.

Baker; creek, tributary to Yukon river, south of Klondike river, Yukon.

Baker; island, between Nigger island and Trenton, Hastings county, Ont.

Baker; mountain, south of Howse pass, Rocky mountains, B.C.

Bald; creek, headwaters of Klondike river, Yukon.

Bald; island, in Weller bay, Ameliasburg township; Prince Edward county, Ont.

Bald; mountain, east of Sir Donald range of the Selkirks, Kootenay district, B.C.

Bald Eagle; lake, on Grass river, Keewatin.

Baldur; mountain, west of Upper Arrow lake Kootenay district, B.C.

Baldwin's pond. See Lyster lake.

Balfour; glacier, mountain, and pass, Rocky mountains, Alta. and B.C.

Ball, Lake; English river, Kenora district, Ont.

Ballenas; channel and island, strait of Georgia, New Westminster district, B.C. (Not Ballinac.)

Ballinac. See Ballenas.

Balne; lake, south of Silver lake, Kenora district, Ont.

Bamaji; lake, on Cat river, west of L. St. Joseph, Keewatin. (Not Bamajigma nor Cross.)

Bamfield. See Banfield.

Banfield; creek, emptying into Barkley sound, Vancouver I., B.C. (Not Bamfield.)

Banks; island, northwest of Victoria island, Franklin. (Not Bank's Land, nor Baring Land.)

Bannock; burn, tributary to Little Slocan river, Kootenay district, B.C. (Not Bannock creek.)

Bannock; point, at north end of Upper Arrow lake; Kootenay district, B.C.

Baptist; harbour, lake, and rock, southeast of cape Hurd, Bruce county, Ont.

Baptiste; lake, Herschel township, Hastings county, Ont. (Not Kaijick Manitou.)

Barbara; lake, southeast of L. Nipigon, Thunder Bay district, Ont. (Not Gull.)

Barber; lake, in McGarry township, Nipissing district, Ont.

Barclay; railway station, Kenora district, Ont.

Barclay. See Barkley.

Barge; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

Barham; mountain, west of Surprise lake, Cassia district, B.C.

Baring. See Banks.

Bark; lake, Jones township, Renfrew county, Ont

Barkley; sound, on the southwest coast of Vancouver island, B.C. (Not Barclay.)

Barnaby; railway station, river, and village, Northumberland county, N.B. (Not Barnaby River P.O.)

Barnard; lake, northwest of Sturgeon lake, Thunder Bay district, Ont.

Barnes; bay, north shore of Okisollo channel, Coast district, B.C.

Barnes; creek, tributary to Whatshan river, Kootenay district, B.C.

Barney; river, Pictou county, N.S. (Not Barney's.)

Barney River; post office, Pictou county, N.S. (Not Barney's River.)

Barnston; lake, English river, Kenora district, Ont.

Barnston pond. See Lyster lake.

Barrel. See Keg.

Barren; brook, south of Eagle lake, Kenora district, Ont.

Barrett; reef, southeast of Milton bank, Bruce county, Ont.

Barrett; rock, east of entrance to Prince Rupert harbour, Coast district, B C.

Barrette; lake, Methuen township, Peterborough county, Ont.

Barrie; beach, at east entrance to Halifax harbour, Halifax county, N.S. (Not Stony.)

Barrie; lake, Redditt township, Kenora district, Ont.

Barriere; lake, an expansion of the upper Ottawa river, Pontiac county, Que.

Barrington; lake, northwest of Kawaweogama lake, Thunder Bay district, Ont.

Bartibog; post office, river, and railway station, Gloucester county, N.B. (Not Bartibogue.)

Barwell; mountain, between the upper waters of Fisher creek and Sheep river, Alta.

Basin of Mines. See Minas basin.

Basket; lake, south of Minnitaki lake, Kenora district, Ont.

Bason. See Bouleau.

Basquia. See Pasquia.

BASS; islands (3), Admiralty group, St. Lawrence river, Leeds county, Ont. (Not Seven Pines.)

Bass. See Asheigamo.

Bass. See Cassidy.

BASTION; island, in southern part of Atlin lake, Cassiar district, B.C.

BATCHAWANA; bay, island, river, and village, Algoma district, Ont. (Not Bachewanaung nor Batchewana.)

BATH; creek and glacier, near Stephen station, Alta. (Not Noores.)

Bathing. See Royal.

BATHURST; island, east of Melville island, Franklin.

Bathurst. See Grenadier.

BATTERSBY; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Burntstone.)

BATTLE; brook, tributary to Incomappleux river, Kootenay district, B.C.

BATTLE; lake, on Battle river, Alta. (Not Battle River lake.)

BAUDET; river, Glengarry county, Ont., also post village and river, Soulanges county, Que. (Not Beaudet, Bôdet, Rivière Beaudette nor River Beaudette.)

BAUMGARDT; island, at entrance to Landon bay, St. Lawrence river, Leeds county, Ont.

BAXTER; river, emptying into Waswanipi lake, Abitibi district, Que.

BAXTER HARBOUR; post office, King's county, N.S. (Not Baxter's Harbour.)

BAYFIELD; river and town, Huron county, Ont.

BAYFIELD shoal, west of Abraham head, east of Kingston, Frontenac county, Ont. (Not Bolivia.)

BAYS; lake of, Ridout township, Muskoka district Ont.

BAYSIDE; post village, Sidney township, Hastings county, Ont.

Bay Verte. See Baie-Verte.

BAZAN; bay, north of Cordova channel, Vancouver island, B.C.

Beacon. See Inukshuktuyuk.

BEADY; creek, near outlet of Dease lake Cassiar district, B.C

BEAMENT; island, southeast of Cavalier island, Bruce county, Ont.

BEAR; creek, tributary to Klondike river, Yukon.

BEAR; river, Annapolis and Digby counties, also Bear River post office, Digby county, N.S. (Not Hébert.)

Bear. See Great Bear.

Bear. See Lorrain.

Bear. See Mansfield.

Bear. See Mistaya.

Bear. See Suskwa.

Bear. See Wapawekka.

BEARBROOK; post office, Russell county, Ont. (Not Bear Brook.)

BEARDWOOD; lake, Brudenell township. Renfrew county, Ont.

BEAR-GREASE; river, upper Ottawa river, near O'Sullivan lake, Montcalm county, Que.

Bear Lake river. See Deschambault.

BEATON; mountain, on boundary line, in great bend of Tatshenshini river, Cassiar district, B.C and Yukon.

BEATRICE; cape, east side of Lower Arrow lake, Kootenay district, B.C. (Not cape Horn.)

BEATRICE; lake, west of Slocan lake, Kootenay district, B.C.

BEAUBIEN; lake, east of Silver lake, Kenora district, Ont.

BEAUJEU; île de, in St. Lawrence river, near Valleyfield, Soulanges county, Que. (Not Grande Ile aux Erables.)

BEAUMONT; harbour, north shore of Hudson strait, Franklin.

BEAUPRÉ; creek, tributary to Bow river, Alta.

BEAURIVAGE; island, Admiralty group, St. Lawrence river, Leeds county, Ont. (Not Buck's.)

BEAVER; glacier, mountain, and river, Selkirk mountains, Kootenay district, B.C.

BEAVER; lake, south of Atlin lake, Cassiar district, B.C.

Beaver. See Beaverhill.

Beaver. See McFarlane.

Beaverdam. See Castor.

Beaver-dam. See Wuskwatim.

BEAVERFOOT; range of mountains and river, near Leanchoil station, Kootenay district, B.C.

BEAVERHILL; creek and lake, east of Edmonton, Alta. (Not Beaver.)

BEAVERHOUSE; lake, McVittie township, Nipissing district, Ont.

BEAVERHOUSE; lake, southwest of Eagle lake, Kenora district. Ont.

BEAVERLODGE; river, tributary to Wapiti river, west of Grande Prairie, Alta. (Not Beaver Lodge.)

Beavertail. See Amiskwi.

BECAGUIMEC; lake and river, Carleton and York counties, N.B. (Not Beccaguimec nor Peckagomique.)

Bécancour; lake, Thetford township, Megantic county, Que.

Beckington; lake, southeast of Harris lake, Thunder Bay district, Ont.

Bedford; harbour, north shore of Hudson strait, Franklin.

Bedlington; custom house, international boundary, Kootenay district, B.C. (Not Rykerts.)

Bedrock; creek, tributary to Sixtymile river, Yukon.

Bee; peak, east of Taku arm, Cassiar district, B.C.

Beech; point, Fitzwilliam island, Manitoulin district, Ont.

Beechridge; post village, Argenteuil county, Que. (Not Beech Ridge.)

Beechwood; village and railway station, Carleton county, N.B. (Not Bumfrau.)

Beeghados. See Pachena.

Beekman; peninsula, south of entrance to Cumberland sound, Franklin.

Begbie; mountain, southwest of Revelstoke, Kootenay district, B.C.

Belabourer; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

Belanger; bay and point, near Girouard point, Manitoulin district, Ont. (Not West Belanger).

Belanger; post office, Laval county, Que. (Not Village Bélanger.)

Belanger; river, flowing into lake Winnipeg, Keewatin. (Not Black nor Little Black.)

Belas. See Lepreau.

Belcher; reef, extending north from MacGregor point, Bruce county, Ont.

Bell; river, flowing from the height of land near Grand lake Victoria and emptying into Mattagami lake, Abitibi district, Que.

Bellamy; post village and railway station, Leeds county, Ont. (Not Bellamy's.)

Belle-Vallée; post office, St. Johns county, Que. (Not Belle Vallée nor Bellevalle.)

Belliveau; cove and village, Digby county, N.S. (Not Belliveau Cove nor Belliveaux Cove).

Belliveau; village, Westmorland county, N.B. (Not Beliveau.)

Bells Corners; post village and railway station, Carleton county, Ont. (Not Bell's Corners.)

Belmina; post village, Wolfestown township, Wolfe county, Que.

Bending; lake, at head of Big Turtle river, Kenora district, Ont.

Bennett; lake, B.C. and Yukon.

Bennett; mountain, northwest of Stupart bay, Hudson strait, Ungava.

Benson; creek, tributary to the north fork of Klondike river, Yukon.

Benson; lake, in Skead township, Nipissing district, Ont.

Benson; mountain, west of Nanaimo, Vancouver island, B.C.

Benson; point, South bay, Manitoulin district, Huron, Ont.

Bent; lake, east of Tawatinaw lake, Kenora district, Ont.

Berens; H.B. Co's post, island, and river, east side of lake Winnipeg, Man. (Not Beren's.)

Bernard; lake, south of lake Bennett, Cassiar district, B C.

Berry; lake, north of Lobstick bay, Kenora district, Ont.

Berry Mills; post village and railway station, Westmorland county, N.B. (Not Berry's Mills.)

Bersimis; point, river, and village, Saguenay county, Que. (Not Betsiamits.)

Best. See Hatton.

Betsiamits. See Bersimis.

Biddle; mountain, south of mount Lefroy, Rocky mountains, Kootenay district, B.C.

Bident; mountain, east of mount Fay, Rocky mountains, Alta.

Big; bay and island, in the bay of Quinte, Prince Edward county, Ont. Big Island post office is on the north side of the island.

Big. See Black.

Big. See Dumoine.

Big. See Hecla.

Big. See Koksoak.

Big. See Merigomish.

Big. See Skelton.

Big Black. See Hecla.

Big Cutarm. See Cutarm.

Bighill; creek, tributary to Bow river, Alta.

Bighorn; mountain range, extending from Brazeau river to the Saskatchewan, also river tributary to the Saskatchewan, central Alberta. (Not Big Horn nor Big-horn.)

Big Obashing. See Obashing.

Big or North Miminigash. See Miminegash.

Big Otter; creek, flowing into L. Erie, Elgin county, Ont. (Not Otter.)

Big Otter Creek (lightstation). See Port Burwell.

Big Port l'Hebert. See Port Hebert.

Big Reed. See Kiskittogisu.

Big Rock. See Inukshiligaluk.

Big Saanich. See Wark.

BIG SALMON; river, tributary to Lewes river, Yukon.

Big Sandy. See Wellington.

BIGSBY; island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Big Stave. See Stave.

Big Sturgeon. See Torch.

BIG THRUMCAP; island, at entrance to Halifax harbour, Halifax county, N.S.

BILLTOWN; post settlement, Kings county, N.S. (Not Bill Town.)

BINBROOK; township and village, Wentworth county, Ontario. (Not Binbrooke.)

BINGHAM; island, southwest of Lynedoch island, St. Lawrence river, Leeds county, Ont. (Not Binghan.)

BIRCH; brook and lake, on Burntwood river, Keewatin.

BIRCH; point, east of Walker point, Manitoulin district, Ont.

Birch. See Evelyn.

Birch. See Wigwasikak.

BIRD; creek, branch of Ophir creek, Indian river, Yukon.

Bird. See Oiseau.

BIRDS HILL; post village and railway station, northeast of Winnipeg, Man. (Not Bird's Hill.)

BIRKBY; point, N.W. pt. Greaves island, Smith sound, Coast district, B.C. (Not Birkly.)

BISBY; lake and river, Megantic and Wolfe counties, Que.

BISEL; mountain, west of Nordenskiöld river, Yukon.

BISHOP; cove, Boxer reach, Coast district, B.C.

BISHOP; island, off the south end of Kaien island, Coast district, B.C.

BISHOP; island, at head of Frobisher bay, Franklin.

BISHOP; post village, Grenville county, Ont. (Not Bishop's Mills.

Bishop's Mills. See Bishop.

Bishop Roggan. See Roggan.

BISMARCK; post office, Lincoln county, Ontario, and Ponoka district, Alberta. (Not Bismark.)

BJERRE; rock, in Okisollo channel, north of Lake point, Coast district, B.C.

BLACK; creek, tributary to Sloko river, Cassiar district, B.C.

BLACK; island, northeast of Hecla island, lake Winnipeg, Man. (Not Big nor Grand.)

BLACK; lake, also Black Lake, railway station and village, Megantic county, Que.

Black. See Belanger.

Black. See Garry.

Black. See Lynn.

Black. See Raisin.

Black Bird. See Seggemak.

Black Charlie. See Sheaffe

Black Duck Run. See Harbour lake

BLACKFISH; bay, Radcliffe township, Renfrew county, Ont.

BLACKFOX; bend, Pelly river, near Ketza river, Yukon.

BLACKHEATH; post office, Wentworth county, Ont. (Not Black Heath.)

Black Iron. See Blackstone.

Blackney. See Blakeney.

BLACKS; point, south of Goderich, Huron county, Ont.

Black Sawbill. See Kinnickoneship.

BLACKSTONE; creek, tributary to the south branch of Brazeau river, central Alberta.

BLACKSTONE; lake, on Cat river, west of L. St. Joseph. Keewatin. (Not Black Iron.)

BLACK STURGEON; bay, lake, and river, south of L. Nipigon, Thunder Bay district, Ont.

BLACKWATER; river, tributary to Fraser river, above Quesnel, Cariboo district, B.C. (Not Black river, nor West Road river.)

BLACKWELL; post office and railway station, Lambton county, Ont. (Not Blackwall.)

BLAEBERRY; river, tributary to Columbia river, between Donald and Moberly stations, Kootenay district, B.C.

BLAKE; point, southeastern end of Western Duck island, Manitoulin district, Ont. (Not Stony.)

BLAKENEY; passage, between Hanson, Cracroft and Harbledown islands, Broughton strait, Coast district, B.C. (Not Blackney.)

Blanchard. See Blanshard.

BLANCHE; river, emptying into the head of lake Timiskaming, Nipissing district, Ont.

BLANFORD; bay, north shore of Hudson strait, Franklin.

BLAKISTON; brook, tributary to Waterton river. southwestern Alberta. (Not Kootanie nor Pass creek.)

BLANCHARD; river, tributary to Tatshenshini river, from the east, Cassiar district, B.C. and Yukon.

BLANSHARD; mountain, southeast of Pitt lake, New Westminster district, B.C. (Not Blanchard nor The Golden Ears.)

Blind. See Coldwater.

Bloodletter; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

Bloodvein; river, emptying into the east side of lake Winnipeg, Man. (Not Blood-vein.)

Bloomfield; island, off the southeast side of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Snake.)

Blue; river, tributary to Dease river, Cassiar district, B.C.

Blue. See Harris.

Blueberry. See Mennin.

Blue Grouse; creek, tributary to Caribou creek, Kootenay district, B.C.

Blue Jay; creek, emptying into Michael bay, Manitoulin island, Manitoulin district, Ont.

Bluff; island, Admiralty group, St. Lawrence river, Leeds county, Ont.

Bluff. See De Rottenburg.

Bluff. See O'Neil.

Bluff. See Yeo.

Bluffy; lake, on Wenisaga river, northwest of L. Seul. Keewatin. (Not Kah-mini-ti-gwa-quiack.)

Blunt; peninsula, at entrance to Frobisher bay, Franklin. (Not Blunt's.)

Bobtail. See Naltesby.

Bodega; point, south of Granite point, Quadra island, Coast district, B.C.

Bodet. See Baudet.

Bolger; lake, Burleigh township, Peterborough county, Ont. (Not Bolger's.)

Bolivia. See Bayfield.

Bonald; lake, on Churchill river, Sask. (Not Moose)

Bonanza; creek, tributary to Klondike river, Yukon.

Bond-Head; post village, Simcoe county, Ont. (Not Bondhead.)

Bonney; island, north shore of Hudson strait, Franklin.

Bonney; glacier, mountain, and névé, Selkirk mountains, Kootenay district, B C.

Bonnet; island, off northwest side of Flatland island, Thunder bay district, Ont. (Not Reef.)

Boofus; mountain, north of Gladys lake, Cassiar district, B.C.

Boom; lake and mountain, northwest of Storm mountain, Rocky mountains, Alta

Boom; point, southern point of Cockburn island, Manitoulin district, Ont.

Booth; creek, tributary to St. Mary river, Kootenay district, B.C.

Bor; a peak of the Valhalla mountains, Kootenay district, B.C.

Bosanquet; harbour, Big island, Hudson strait, Franklin.

Boshkung; lake, Stanhope township, Haliburton county, Ont.

Boss Dick. See Yorke.

Boswell; mountain and river, Teslin river, Yukon.

Bosworth; mountain, northwest of Stephen station, Kootenay district, B.C.

Botsford, lake, northeast of Minnitaki lake Kenora district, Ont.

Bouchette; lake, an expansion of the upper Ottawa river, Montcalm county, Que.

Bouchier; island, Navy group, St. Lawrence river, Leeds county, Ont. (Not Bouchie.)

Bouckhill; post office, Dundas county, Ont. (Not Bouck's Hill.)

Boularderie; island, Victoria county, N.S. (Not Boulardrie nor Boulardarie.)

Boulder; creek, tributary to Kicking Horse river, Kootenay district, B.C.

Boulder; creek, branch of Bonanza creek, Klondike river, Yukon.

Boulder. See Nares.

Boulder. See Opabin.

Boulder. See Osipasinni.

Bouleau; river, Saguenay county, Que. (Not Bason.)

Bouleau. See Cedars.

Boulter; lake, McClure township, Hastings county, Ont.

Boundary; cove, between DuVernet and Dundas points, northeast coast of Digby island, Coast district, B.C.

Boundary; creek, flowing into Yukon river at the crossing of the international boundary, Yukon.

Boutilier; cove, lake, and point: also Boutilier Point, P.O.; St. Margaret bay, Halifax Co., N. S. (Not Boutillier.)

Boutillier. See Boutilier.

Bow; glacier, lake, pass, peak, and river, western Alberta. (Not Coldwater lake, Upper Bow lake, Coal mountain, nor Askow river.)

Bow; range of mountains in the Rockies, Alta. and B.C.

Bow. See Hector.

Bowden; lake, south of Clay lake, Kenora district, Ont.

Bowdoin. See McLean.

Bowes. See Constance.

Bowman; creek, west of Lower Arrow lake, Kootenay district B C

Bowtree; lake and river, emptying into south side of lac La Ronge, Sask.

Boxer; reach, east of Gribbell island, Coast district, B.C.

Boyer; reef, east of Belcher reef, Bruce county, Ont.

Boyer; river, tributary to Peace river, also settlement, Alta. (Not Paddle river.) Reversal of former decision.

Boyne. See Morris.

Brabant; island, Clayoquot sound, southwest coast of Vancouver island, B.C. (Not Pender.)

Braeburn; lake and mountain, northwest of lake Laberge, Yukon.

Bramham; island, Queen Charlotte sound, Coast district, B.C. (Not Branham.)

Brandon; island, Departure bay, east coast of Vancouver island, B.C. (Not Double.)

Branham. See Bramham.

Brantnober; mountain, in southwestern Yukon.

Bras d'Or; lake, Richmond county, N.S. (Not Great Bras d'Or.)

Bratt; island, west of Georgina island, St. Lawrence river, Leeds county, Ont.

Bray; post office and railway station, Russell county, Ont. (Not Bray's nor Bray's Crossing.)

Bray; reef, east of Ruel shoal, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Bray's Crossing. See Bray.

Brazeau; lake and river, tributary to the Saskatchewan, also mountain range, central Alberta. (Not Brazeau's.)

Brébeuf; island, in the southern part of Georgian bay, Muskoka district, Ont. (Not Brébœuf.)

Breeches; lake, Garthby township, Wolfe county, Que.

Brenton; mountain, north of Chemainus river, Vancouver island, B.C.

Brett; mountain, northwest of mount Bourgeau, Alta.

Brevoort; island, east of Beekman peninsula, Franklin.

Brewer; creek, tributary to Stewart river, above Scroggie creek, Yukon.

Brewery; creek, tributary to Wild Horse river, Kootenay district, B.C.

Brewster; creek and glacier, southwest of Banff, Kootenay district, B.C.

Brian. See Brine.

Bridge; island, north of Broughton island, St. Lawrence river, Leeds county, Ont. (Not Chimney.)

Bridgland; river, tributary to Thessalon river, Algoma district, Ont. (Not East branch of Thessalon river.)

Brier; island, at entrance to St. Mary bay, Digby county, N.S. (Not Bryer.)

Bright; lake, McClintock township, Haliburton county, Ont.

Brighton; township, in Northumberland county, Ont.

Brine; lake, east of St. Margaret bay, Halifax county, N.S. (Not Brian.)

Brinston; post village, Dundas county, Ont. (Not Brinston's Corners.)

Brinston's Corners. See Brinston.

Brion; island, Magdalen group, Gaspé county, Que. (Not Bryon, Byron, nor Cross.)

Bristol. See Shemogue.

Britannia Bay; post village and summer resort, Carleton county, Ont. (Not Britannia-on-the-Bay.)

Britton; mountain, north of Tulameen river, Yale district, B.C.

Broadback; river, flowing westward into Rupert bay, north of Nottaway river, Abitibi district, Que. (Not Little Nottaway.)

Brock; group of islands, St. Lawrence river, west of Brockville, Leeds county, Ont. (Not Brock's.)

Brock; island, north of St. Lawrence island, Lake Fleet group, St. Lawrence river, Leeds county, Ont. (Not Squaw.)

Brockway; post settlement, York county, N.B. (Not Brookway.)

Brodeur; island, south of Shesheeb bay, Thunder Bay district, Ont.

Brokenmouth; river, tributary to Nelson river, Keewatin. (Not Broken-mouth.)

Bronte; creek, railway station, and village, Halton county, Ont. (Not Twelve Mile creek.)

Brookway. See Brockway.

Brotchie; ledge, at southeast entrance to Victoria harbour, B.C. (Not Brotchy.)

Broughton; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Corn.)

Brown Dome. See Marble Dome.

Brownie; lake, Smellie township, Kenora district, Ont.

Browns; creek, tributary to Fortymile river, near international boundary, Yukon. (Not Brown nor Brown's.)

Brown's. See Knapp

Brownwater. See Coffee.

Bruce; harbour, north shore of Hudson strait, Franklin.

Bruce; river, west of Driftpile river, central Alberta

Brucy's. See Brussy.

Bruins; pass, in the Hermit range of the Selkirks, Kootenay district, B.C. (Not Bruin's.)

Brulé; point, Athabaska river, opposite the mouth of Little Buffalo river, Alta. (Not Point Brulée.)

Brulé. See Grand.

Brush. See Sheaffe.

Brushy; creek, emptying into Christopherson lake, Abitibi district, Que.

Brussy; point, on north side of île Perrot, Vaudreuil county, Que. (Not Brucy's.)

Bryant; creek, tributary to Yukon river, south of Klondike river, Yukon.

Bryer. See Brier.

Byron. See Brion.

Buck; creek, tributary to Bulkley river, Cassiar district, B.C.

Buckeye; shoal, south of Jenkins point, Manitoulin island, Manitoulin district, Ont.

Buck-hill; river, tributary to Nipukatasi river, Abitibi district, Que.

Buckley. See Bulkley.

Buck's. See Beaurivage

Buffalo; lake, south of Battle river, Alta. (Not Bull.)

Buffalo Pound; lake, north of Moosejaw, Sask. (Not Highpound.)

Buisson; point, west of Melochville, Beauharnois county, Que. (Not Buisson's.)

Bukemiga; lake, west of lake Nipigon, Thunder Bay district, Ont.

Bulkley; river, tributary to Skeena river at Hazelton, Cassiar district, B.C. (Not Buckley.)

Bull; river, tributary to Kootenay river, north of Wardner, Kootenay district, B.C. (Not Bad.)

Bull. See Buffalo.

Buller; reef, off the south shore of Manitoulin island, Manitoulin district, Ont.

Bumfrau. See Beechwood.

Buntzen; lake, east of the north arm of Burrard inlet, New Westminster district, B.C. (Not Trout.)

Burgess; mountain and pass, southwest of mount Field, Kootenay district, B.C.

Burgoyne; bay, south shore of Hudson strait, Ungava.

Burke; island, south of Reid point, Bruce county, Ont.

Burnet; lake, west of Kennabutch lake, Kenora district, Ont.

Burnham; creek, tributary to Dominion creek, Indian river, Yukon.

Burns; creek, tributary to Indian river, Yukon.

Burns; lake, on telegraph trail, south of Babine lake, Cariboo district, B.C.

Burnt; island, northerly from Inner Duck island, and separated from Manitoulin island by a very narrow channel, Manitoulin district, Ont. The south end of this island was called "Peninsular point" by Admiral Bayfield.

Burnt; river, Haliburton and Victoria counties, Ont.

Burnt. See Aubrey.

Burnt Bay; lake, south of Grand lake Victoria, Pontiac county, Que.

Burnt Island; harbour, south shore of Manitoulin island, Manitoulin district, Ont.

Burntstone. See Battersby.

Burntwood; bay, south shore of L. Seul, Kenora district, Ont.

Burntwood; lake, and river tributary to Nelson river, Keewatin. (Not Wepiskow.)

Burrill; point, Active pass, strait of Georgia, New Westminster district, B.C.

Burritt Rapids; post village, Grenville county Ont. (Not Burritt's Rapids.)

Burton; creek, tributary to Klondike river, Yukon

Burton; island, west of Berens island, lake Winnipeg, Man. (Not Little Black.)

Burton; town, on Columbia river, near north end of Lower Arrow lake, Kootenay district, B.C. (Not Burton city.)

Burveith; arm, Oyster harbour, east coast of Vancouver island, B.C.

Burwell; port, east shore of Ungava bay, Ungava

Bush. See Renny.

Butler; bay, north of Cyrus Field bay, Franklin.

Butler; lake, south of Wabigoon lake, Kenora district, Ont. (Not Kabitustigweiak.)

Button; islands, on south side of entrance to Hudson strait, Ungava.

Butze; point and rapids, between Morse basin and Shawatlan passage, east shore of Kaien island, Coast district B.C.

Buzzard; lake, Burleigh township, Peterborough county, Ont.

Bryon. See Brion.

Butze; point, on east side of Digby island, Prince Rupert harbour, Coast district, B.C.

C

Cabane. See Coban.

Cabistachuan. See Kabistachuan.

CACHE; lake, in Algonquin National park, Nipissing district, Ont.

CAHILL; lake, west of Slocan lake, Kootenay district, B.C.

Cahnish. See Kanish.

CAIN; point, Active pass, strait of Georgia, New Westminister district, B.C.

CAIN; river, tributary to Miramichi river, Northumberland county, N.B. (Not Cain's nor Kains.)

CAIN RIVER; post village, Northumberland county, N.B. (Not Cain's River.)

CAIRN; island and mountain, Richmond gulf, Ungava.

CALDER; lake, west of Manitou lake, Kenora district, Ont.

CALDWELL; island and point, Thunder Bay district, Ont. (Not Crystal island nor Grassy point.)

CALEDONIA; village, Guysborough county, N.S. (Not Middle Caledonia.)

Calete. See Kaiete.

CALF; creek, headwaters of Klondike river, Yukon.

CALF PASTURE; point and shoal, Brighton township, Northumberland county, Ont.

Calvin Grove. See Kelvingrove.

Camden. See Campden.

CAMELOT; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont. (Not Hog.)

CAMERON; lake, northwest of Kakagi lake, Kenora district, Ont.

CAMERON; mountains, south of Taku arm, Cassiar district, B.C.

CAMP; lake, Finlayson township, Nipissing district, Ont.

CAMPBELL; creek, tributary to Pelly river, Yukon. At the mouth of this stream is the site of Pelly Banks Post, abandoned in 1850.

CAMPBELL; island, east of Flatland island, Thunder Bay district, Ont. (Not Little Flatland.)

CAMPBELL; island, Admiralty group, St. Lawrence river, Leeds county, Ont. (Not Round.)

CAMPBELL; mountains, northwest of Dawson and mountains at upper waters of Liard river, Yukon.

CAMPBELL; reef, southwest of Dorcas bay, Bruce county, Ont.

CAMPBELL; valley, west of Ice river, Kootenay district, B.C.

CAMPBELL CROSS; post village, Peel county, Ont. (Not Campbell's Cross.)

CAMPBELLTON; town, Restigouche county, N.B. (Not Campbell-town.)

CAMPDEN; post office, Lincoln county, Ont. (Not Camden.)

CAMPOBELLO; island, northwest of Grand Manan island, Charlotte county, N.B. (Not Campo Bello.)

Canaan. See New Canaan.

CANBORO; post office, Haldimand county, Ont. (Not Canborough.)

CANNING; lake, Minden township, Haliburton county, Ont. (Not Canning's.)

CANOE; lake, in Algonquin National park, Nipissing district, Ont.

Canoe. See Kamongus.

CAÑON; lake and river, tributary to Wabigoon river, Kenora district, Ont.

Canous. See Kanus.

Canouse. See Kanus.

CANTIN; shoal, southwest of St. Joseph, Huron county, Ont.

CANYON; creek, tributary to Dease river, also lake south of lake Lindeman; Cassiar district, B.C. (Not Deep.)

CANYON; creek, branch of Quartz creek, Indian river, and hill between lakes Laberge and Marsh; Yukon.

CAP BRULE; lightstation, on cape of same name, below Cap Tourmente, Montmorency county, Que. (Not Montée du Lac.)

CAP CHAT; lightstation and post office, on cape of same name, also river and township, Gaspé county, Que. (Not Cap-de-Chate nor Cape Chatte.)

Cap-de-Chate. See Cap Chat.

Cape Chatte. See Cap Chat.

Cap de Moselle. See Demoselle.

Cape of Hopes Advance. See Hopes Advance.

Cape Horn. See Pilot.

CAPLAN; river, and Caplan River post office, Bonaventure county, Que. (Not Capelan nor Caplin.)

Captain John's. See Foresters.

CARAQUET; bay, parish, river, and village, Gloucester county, N.B. (Not Caraquette.)

CARCAJOU; river, tributary to Kinojevis river, Pontiac county, Que.

CARCROSS; post station, between lakes Bennett and Nares, southern Yukon. (Not Caribou nor Caribou Crossing.)

Cardinal's. See Arcand.

CARIBOO; district, lake, and mining division, in central British Columbia. (Not Caribou.)

Cariboo. See Steevens.

CARIBOU; creek, tributary to Dominion creek, Yukon.

CARIBOU; creek, and point, east of Columbia river, between the Arrow lakes, Kootenay district, B.C.

Caribou. See Carcross.

Caribou. See Keshkabuon.

Caribou. See Meacham.

Caribou. See Mudjatik.

Coribou Crossing. See Carcross.

CARIBOU MINES; post office, Halifax county, N.S. (Not Caribou Gold Mines.)

CARLETON; lake, west of Manitou lake, Kenora district, Ont.

CARLSBAD SPRINGS; post office and railway station, Russell county, Ont. (Not Eastman's Springs.)

CARMACK; a fork of Bonanza creek, Yukon.

CARNARVON; mountain, northwest of Emerald lake, Rocky Mts., Kootenay district, B.C. (Not McMullen.)

CARNEGIE; island, north of Hill island, St. Lawrence river, Leeds county, Ont.

CARON; lake, Pettypiece township, Kenora district, Ont.

CARON; point, east of Ste. Anne-de-Bellevue, Jacques Cartier county, Que.

CARON; point, at south entrance to Bathurst bay, Gloucester county, N.B. (Not Carron.)

Carp. See Lomond.

CARR; railway station, Huntingdon county, Que. (Not Carr's nor Carr's Crossing.)

Carroll. See Macdonald.

CARROLL WOOD; bay, south shore Manitoulin island, Manitoulin district, Ont. (Not Woods.)

Carron. See Caron.

CARROT; river, emptying into Saskatchewan river near The Pas, Sask. (Not Root.)

Carr's Crossing. See Carr.

CARRYING PLACE; village, on the road of that name, Northumberland and Prince Edward counties, Ont.

CARSON: lake Jones township, Renfrew county, Ont.

CARTER; bay, east of Jenkins point, Manitoulin district, Ont.

CARTER; mountain, east of Atlin lake, Cassiar district, B.C.

CARTER; rock, west of Greene island and south of the west end of Manitoulin island, Manitoulin district, Ont.

CARTIER: mountain, east of Columbia river, Kootenay district, B.C.

CARTIER: post office, Beauharnois county, Que. (Not Cartierville.)

Cartierville. See Cartier.

CARYS SWAN NEST; cape, Coats island, Hudson bay, Keewatin. (Not Cary's Swan Nest.)

Cascade. See Coast.

Cascade. See O'Hara.

CASCUMPEQUE; bay, Prince county, Prince Edward Island. (Not Cascumpec nor Holland.)

CASEY; cove, south of Pariseau point, Digby island, Prince Rupert harbour, Coast district, B.C.

CASHIONGLEN: post office, Glengarry county. Ont. (Not Cashion's Glen.)

CASSELS; lake, Cassels and Riddell townships, Nipissing district, Ont. (Not White Bear.)

CASSIAR; a district of British Columbia.

CASSIAR: bar. Lewes river, south of Big Salmon river, Yukon.

CASSIAR; creek, tributary to Yukon river, above Fortymile, Yukon.

CASSIAR; mountains, near upper waters of Laird river, B. C. and Yukon.

CASSIDY; lake and railway station, southwest of Cobalt, Nipissing district, Ont. (Not Bass.)

CASTOR AND POLLUX; peaks, east of mount Bonney, Selkirk mountains, Kootenay district, B.C.

CASTILIAN; shoal, southeast of Cockburn island, near entrance to Mississagi strait, Manitoulin district, Ont.

CASTOR; creek, tributary to Battle river, Alta. (Not Beaverdam.)

CAT; lake and river, tributary to lake St. Joseph, Keewatin. (Not Cat Lake river.)

CATAMOUNT; peak, in the Hermit range of the Selkirks, Kootenay district, B.C.

CATARACT; brook, tributary to Kicking Horse river, near Hector station, Kootenay district, B.C. (Not Wapta creek.)

CATARACT; peak, northeast of Mt. Molar, Rocky mountains, Alta.

CATARACT; rock, southwest of Porcupine point, Bruce county, Ont.

Cataract. See Cline.

Catch. See Ketch.

CATCHACOMA; lake, Cavendish township, Peterborough county, Ont. (Not Ketchacum.)

Cathawhachaga. See Kathawachaga.

CATHEDRAL; mountain, east of mount Stephen, Kootenay district, B.C. (Not Pinnacle.)

Catline. See Georgina.

Cat-tail; brook, tributary to Opichuan river, Thunder Bay district, Ont.

Causapscal; river and village, Matane county, Que (Not Casupscull nor Cosupscoult.)

Cavalier; island, southwest of Ghegheto island, Bruce county, Ont. (Not Gull.)

Cave; rock, in Yukon river, east of international boundary, Yukon.

Cay-ke-quah-be-kung. See Kekkekwabi.

Cedar; island, west of Massasauga point, bay of Quinte, Prince Edward county, Ont.

Cedar; island, east of the mouth of Cataraqui river, Frontenac county, Ont.

Cedar. See Kishikas.

Cedars; island, railway station, rapids, and village, Soulanges county, Que. (Not Bouleau rapids.)

Cegemecega. See Kejimkujik.

Cegoggin. See Chegoggin.

Celtis; lake, south of William bay, L. Seul, Kenora district, Ont.

Centrefire; lake, northwest of Minnitaki lake, Kenora district, Ont. (Not Centre Fire.)

Chabatok; Indian village, Kabistachuan bay, lake Mistassini, Mistassini district, Que.

Chagoggin. See Chegoggin.

Chakwa; lake, at headwaters of St. Maurice river, Champlain county, Que.

Chaleur; bay, an inlet of the gulf of St. Lawrence, between Quebec and New Brunswick. (Not Bay of Chaleur nor Baie des Chaleurs, &c.) If the French form is used it is to be "Baie de Chaleur."

Chaloupe. See Shallop.

Chamberlain; island north shore of Hudson strait, Franklin. (Not Crete.)

Chambly; village, Chambly county, Que. (Not Chambly Basin.)

Champagne; island and point, east of Shipman point, St. Lawrence river, Leeds county, Ont.

Chancellor; peak, east of Leanchoil station, Kootenay district, B.C.

Chandindu; river, tributary to Yukon river, between Dawson and Cudahy, Yukon.

Channel; point, northeast side of Cockburn island, Manitoulin district, Ont.

Channel; rock, off northwest side of Fitzwilliam island, Manitoulin district, Ont.

Chantler; post office, Welland county, Ontario. (Not Chantler's.)

Chantry; island, southwest of Saugeen river Bruce county, Ont. The surrounding shoal bank is named after the island.

Charlebois. See Arcand.

Charles; island, in Hudson strait, Ungava. (Not Katutok.)

Charlo; village, Guysborough county, N.S. (Not Charlo Cove nor Charlo's Cove.)

Charlo's Cove. See Charlo.

Charlotte; lake, Brudenell township, Renfrew county, Ont.

Charlton; bay, northeast of Leask point, Manitoulin island, Manitoulin district, Ont.

Chase; island, Frobisher bay, Franklin.

Chateauguay. See Lalonde.

Chebistuanonekau; river, upper waters of Waswanipi river, Abitibi district, Que.

Chegoggin; point and post village, Yarmouth county, N.S. (Not Cegoggin nor Chagoggin.)

Chehalis; creek, flowing into Gladys bay, Cassiar district, B.C. (Not Che-halis.)

Chemainus; bay, lake, railway station, river, and village, in the southeast portion of Vancouver island, B.C. (Not Horse Shoe bay.)

Chemainus. See Kulleet.

Chemung; lake and post office, Peterborough county, Ont. (Not Chemong nor Shemong.)

Cheney; post village and railway station, Russell county, Ont. (Not Cheney Station village.)

Cheney Station. See Cheney.

Chensagi; river, emptying into Gull lake, Abitibi district, Que. (Not Tshensagi.)

Cheops; mountain, Selkirk mountains, Kootenay district, B.C.

Cherry; island, southeast of Dead island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Cherry; lake, northwest of Lost lake, Kenora district, Ont.

Cherry. See Robert.

Cherry. See St. Helena.

Cheslatta; lake, south of Français lake, Cariboo district, B.C. (Not Chestatta.)

Cheticamp; island, river, and town, Inverness county, N.S. (Not Chetican.)

Cheverie; creek and village, Hants county, N.S. (Not Chiverie.)

Chiblow; lake, in Montgomery and Scarfe townships, Algoma district, Ont. (Not Macoming.)

Chibougamau; lake and river, south of lake Mistassini, Abitibi district, Que. (Not Chibougamou nor Chibougamoo.)

Chichester; island, northwest of Grenadier island, St. Lawrence, river, Leeds county, Ont.

Chicot; river, Two Mountains county, Que. (Not Petit Chicot.

Chidley; cape, at entrance to Hudson strait, Ungava. (Not Chudleigh.)

Chief; island, near north end of lake Timiskaming, Pontiac county, Que.

Chief Mountain. See Waterton.

Chiefs; point, Amabel township, Bruce county, Ont.

Chignecto; bay, between Cumberland county, Nova Scotia, and Albert and Westmorland counties, New Brunswick. (Not Chignecto channel.)

Chikoida; mountain and river, Nakina river, Cassiar district, B.C.

Chilako; river, tributary to Nechako river, Cariboo district, B.C. (Not Chilacco nor Mud.)

Chimney. See Bridge.

Chilcotin; lake, river, and village, Cariboo and Lillooet districts, B.C.

Chimo; post, Koksoak river, Ungava. (Not Fort Chimo.)

China; cove and reef, near Wreck point, at entrance to Georgian bay, Bruce county, Ont.

China Hat. See Klemtu.

Chiniki; creek and lake, tributary to Bow river, also mountain, Alta. (Not Chiniquy.)

Chip; lake, west of St. Ann, Alberta. (Not Dirt nor Lobstick.)

Chipewyan; H. B. Co's post, and Mission station, near outlet of Athabaska lake, also lake to southwest of Athabaska lake, Alta. (Not Chippawyan nor Chippewyan.)

Chipewyan; settlement, near southwesterly end of Athabaska lake, northeastern Alberta. (Not Fort Chipewyan.)

Chipman Corner; post office, Kings county, N.S. (Not Chipman Corners, Chipmans Corner nor Chipman's Corners.)

Chippawa; village, Welland county, Ont. (Not Chippewa.)

Chippewa. See Harmony.

Chippewa. See Welland.

Chiputneticook; lakes, headwaters of St. Croix river, on western boundary of New Brunswick. (Not Chiputnecticook nor Chiputnaticook.)

Chisaouataisi. See Sassawatisi.

Chisholm; shoal, in Michael bay, south shore of Manitoulin island, Manitoulin district, Ont.

Chismaina; lake, southeast of Teslin lake, Cassiar district, B.C.

Chivelston; lake, south of Harris lake, Thunder Bay district, Ont.

Chiverie. See Cheverie.

Chonat; bay and point, south shore of Okisollo channel, Coast district, B.C. (Not Lake.)

Choniaban. See Sholiaban.

Choquette; bar, in Stikine river, north of Iskut river, Cassiar district, B.C. (Not Choquette's.)

Chorkbak; inlet, north shore of Hudson strait, Franklin. (Not Tchork-back.)

Chrislers. See Crysler.

Christie; mountain and pass, watershed of Ross and Gravel rivers, N.W.T. and Yukon.

Christie Lake; post office, Lanark county, Ont. (Not Christy's Lake.)

Christina; bay, south shore of Manitoulin island and east of Burnt island, Manitoulin district, Ont.

Christopherson; lake, north of Grand lake Victoria, Abitibi district, Que.

Christy; creek, east of Whatshan lake, Kootenay district, B.C.

Chrysler. See Crysler.

Chuan. See Saltspring.

Chuch Koone. See Chukuni.

Chudleigh. See Chidley.

Chudliasi; bay, north shore of Hudson strait, Franklin. (Not Chudli-a-si.)

Chukuni; river, north of Red lake. Keewatin. (Not Chuch Koone nor Whitefish Spawning.)

Chungo; creek, tributary to the south branch of Brazeau river, central Alberta. (Not Trail.)

Church, point, Markham bay, Hudson strait, Franklin.

Churchill; river, emptying into Hudson bay, Keewatin and Sask. (Not English nor Missinnipi.)

Chute Cove; village, Annapolis county, N.S. (Not Chute's Cove.)

Cigar; island, north of Chiefs point, Bruce county, Ont.

Cinder; point, eastern side of Cockburn island, Manitoulin district, Ont.

Cinnamon; creek, west of Lower Arrow lake, Kootenay district, B.C.

Circle; lake, west of Favel lake, Kenora district, Ont.

Cirque; peak, northeast of Bow lake, Rocky mountains, Alta.

Citron. See Gordon.

Clachnacudainn; range of mountains and snowfield, Selkirk mountains, Kootenay district, B.C. (Not Clach-na-coodin.)

Clairville. See Humber.

Clapham; lake, Thetford township, Megantic county, Que.

Clappison; post office, Wentworth county, Ont. (Not Clappison's Corners.)

Clark; harbour, Cornell Grinnell bay, Franklin. (Not Frank Clark.)

Clark; lake, Dungannon township, Hastings county, Ont. (Not Clark's.)

Clark; point, Gabarus bay, Cape Breton county, N.S. (Not Low.) New name to avoid confusion with Low point and Low Point post office, George bay, Inverness county.

Clark; point and reef, Bruce county, Ont. (Not Pine Point nor Clark Point reef.)

Clarke; glacier and peak, southeast of mount Bonney, Selkirk mountains, Kootenay district, B.C.

Clarke; island, Blind bay, Halifax county, N.S. (Not Clarke's.)

Clay; brook and lake, Villeneuve township, Ottawa county, Que. (Not Clay Brook lake.)

Clay; river, tributary to Bell river, Abitibi district, Que.

Clear; creek, tributary to Stewart river, Yukon.

Clear. See Smooth Rock.

Clear. See Sasaginaga.

Clear. See Wakomata.

Clearwater; river, tributary to Stikine river, Cassiar district, B.C.

Clearwater. See Teggau.

Cleaveland; point, south shore of St. Margaret bay, Halifax county, N.S. (Not Cleveland.)

Cleft Rock; lake, west of Manitou lake, Kenora district, Ont.

Clements Land; in eastern portion of the district of Franklin.

Cleopatra; island; southwest of Grenadier island, St. Lawrence river, Leeds county, Ont.

Cleveland. See Cleaveland.

Cliff; lake, southwest of Perrault lake, Kenora district, Ont. (Not Mountain

Cline; mountain, southwest of Sentinel mountain, also river flowing into the Saskatchewan, north of Sentinel mountain, central Alberta. (Not White Goat nor Cataract.)

Clinton; creek, near Cudahy, Yukon.

Clinton-Colden; lake, northeast of Great Slave L. (Not Clinton Golden.)

Clio; bay and point, Kitimat arm, Coast district, B.C.

Clondyke. See Klondike.

Cloyah. See Kloiya.

Club; island, southwest of Rockport, St. Lawrence river, Leeds county, Ont.

Cluster; rocks, Oyster harbour, east coast of Vancouver island, B.C.

Clyde Corners; post office, Huntingdon county Que. (Not Clyde's Corners.)

Coac. See Koak.

Coachman; head, east side of Mahone bay, Lunenburg county, N.S. (Not Covey.)

Coal; creek, lake, and ridge, north of Watson river, Yukon.

Coal; creek, tributary to Yukon river, below Fortymile, Yukon.

Coast; range of mountains, in western part of British Columbia. (Not Cascade.)

Cobalt; lake and town, Nipissing district, Ont.

Coban; river, tributary to Waswanipi river, below Otchisk river, Abitibi district, Que. (Not Cabane.)

Cobb; lake, Russell county, Ont. (Not The lake.)

Cocagne; harbour, island, river, and town, Kent county, N.B. (Not Cocaigne.)

Cochrane; river, flowing into Deer lake, south of Island lake, Keewatin.

Cockburn; island, Manitoulin district, Ont.

Cockburn; island, Brock group, St. Lawrence river Leeds county, Ont. (Not Picnic.)

Cockburn; land, in northwesterly portion of Baffin island, Franklin. (Not Cockburn Island.)

Cockmagun. See Cogmagun.

Cockmigon. See Cogmagun.

Cockscomb; mountain, near the headwaters of Jumpingpound creek, southern Alberta.

Coehill; P. O. and railway station, Hastings county, Ont. (Not Coe Hill nor Coe Hill Mines.)

Coffee; river, tributary to Bell river, Abitibi district, Que. (Not Brownwater.)

Coffey; post office, Huntingdon county, Que. (Not Coffey's Corners.)

Coffey's Corners. See Coffey.

Cogle; pass, at head of St. Mary river, Kootenay district, B.C.

Cogmagun; river, Hants county, N.S. (Not Cockmagun, nor Cockmigon.)

Cold; brook, tributary to Gizzard river, Abitibi district, Que.

Cold. See Kississing.

Coldbrook; post office and railway station, Kings county, N.S. (Not Cold Brook Station P.O.)

Cold Brook. See Colebrooke.

Coldstream; river, flowing into lake St. Francis, Beauce and Megantic counties, Que.

Coldwater; river, emptying into east end of L Superior, Algoma district, Ont. (Not Blind.)

Coldwater. See Bow.

Cole; point, northwest point of Big island, bay of Quinte, Prince Edward county, Ont. (Not Cole's.)

Colebrooke; settlement, south of Campbellton, Restigouche county, N.B. (Not Coldbrook, nor Cold Brook.)

Coleman; cove and harbour, west of entrance to St. Margaret bay, Lunenburg county, N.S. (Not Coleman's.)

Coleraine; railway station, township and village, Megantic county, Que. (Not Colraine nor Coleraine Station post office.)

Collie; mountain, northwest of mount Balfour, Rocky mountains, Kootenay district, B.C.

Collie. See Yoho.

Collier; island, Navy group, St. Lawrence river, Leeds county, Ont. (Not Collyer.)

Collins; shoal, Oyster harbour, east coast of Vancouver island, B.C.

Collinson; point, Active pass, strait of Georgia, New Westminster district, B.C.

Colmer; cape, at entrance to Crooks inlet, Hudson strait, Franklin.

Colraine. See Coleraine.

Colombe. See Coulombe.

Colquhoun; island, in St. Lawrence river, below Cornwall, Glengarry county, Ont. (Not Colquhon nor Colquhouns.)

Columbia; river, Kootenay district, B.C.

Comb; islands and river, east side of Hudson bay, Ungava. (Not Comb Hills islands and river.)

Comblain; mountain, on Digby island, west side of Prince Rupert harbour, Coast district, B.C.

Commandant. See Papineau.

Commerell; point, south side of Raft cove, northwest coast of Vancouver island, B.C.

Commerell. See Sutil.

Commissioners; lake, Lake St. John county, Que. (Not Commissioner.)

Compass; lake, Burleigh township, Peterborough county, Ont.

Cone; hill, near mouth of Clinton creek, Yukon.

Cone; mountain, near Stikine river, north of Scud river, Cassiar district, B.C.

Cone; point, on the west side of lake Evans, Abitibi district, Que.

Conn Mills; village, Cumberland county, N.S. (Not Conn's Mills.)

Connolly; mountain, between Mackenzie sound and Sutlej channel, Coast district, B.C. (Not Conolly.)

Conrad; mining camp, on west shore of Windy arm of Tagish lake, Yukon. (Not Conrad City.)

Conrad; mountain, east of Windy arm of Tagish lake, on boundary between Cassiar district, B.C., and Yukon.

Conran; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Refugee.)

Consolation; creek, emptying into Gladys lake, Cassiar district, B.C.

Consolation; valley, east of Moraine lake, Alta.

Constance; island, between Georgina and Hill islands, St. Lawrence river, Leeds county, Ont. (Not Bowes.)

Contact; brook and lake, southeast of File lake, Keewatin.

Cony; creek, near mount Woden, Kootenay district, B.C.

Cook; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont.

Cook; lake, Britton township, Kenora district, Ont.

Cook; point, below Rockport, Leeds county, Ont. (Not Cary nor Cook's.)

Cook; railway station, Haldimand county, Ont. (Not Cook's.)

Coolen. See Coonan.

Coonan; cove, Shag bay, Halifax county, N.S. (Not Coolen.)

Cooper; lake, an expansion of Marten river, Mistassini district, Que.

Cooper; mountain, near Hutshi lakes, Yukon.

Cooper; point, south shore of Okisollo channel, Coast district, B.C.

Copeland; mountain; Gold range, northwest of Revelstoke, Kootenay district, B.C.

Copeway; lake, Lake township, Hastings county, Ont.

Copper; creek, tributary to Hackett river, Cassiar district, B.C.

Copper; island in southern portion of Atlin lake, Cassiar district, B.C.

Copper. See Zymoetz.

Coquihalla; lakes, mountain, and river, Yale district, B.C. (Not Coquahalla.)

Corbin; pass and peak, north of Illecillewaet, Kootenay district, B.C.

Cordova; bay, southeast coast of Vancouver I., B.C. (Not Cormorant.)

Corisande; bay, east shore of lake Huron, Bruce county, Ont.

Cormorant; lake, northwest of Moose lake, Keewatin.

Cormorant. See Cordova.

Corn; island, southeast of Gananoque, St. Lawrence river, Leeds county, Ont.

CORN; lake, Redditt township, Kenora district, Ont.

Corn. See Broughton.

CORNET; ground, southwest of Greenough point, Bruce county, Ont.

CORNWALL; island, north of Grinnell peninsula, Franklin. (Not North Cornwall.)

CORNWALLIS; island, west of Devon island, Franklin.

CORNWALL PARK; a summer resort on east extremity of Big island, bay of Quinte, Prince Edward county, Ont.

CORRAL; creek, tributary to Bow river, east of Laggan, Alta.

CORSAIR; reef, west of Reid point, Bruce county, Ont.

COSTE; island, Kitimat arm, Coast district, B.C.

COSTIGAN; mountain, northeast of L. Minnewanka, Rocky Mountains park, Alta.

Cosupscoult. See Causapscal.

CÔTE-DES-NEIGES-OUEST; village, Hochelaga county, Que. (Not Côte des Neiges West.)

COTTONWOOD; river, tributary to Dease river, Cassiar district, B.C.

COUDRES; island, Charlevoix county, Que.

COUGAR; brook and mountain, in the Selkirk mountains, Kootenay district, B.C.

COUGAR; creek, tributary to Little Slocan river, Kootenay district, B.C.

COULOMBE; lake and river, emptying into lake Aylmer, Wolfe county, Que. (Not Colombe.)

COUNTESS WARWICK; sound, north shore Frobisher bay, Franklin.

COUNTS; bank, southwest of Dead island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

COURTENAY; bay, St. John harbour, N.B. (Not Courtney.)

COUTTS; river, tributary to Saulteux river, central Alberta.

COVE; island, in entrance to Georgian bay, Bruce county, Ont. (Not Isle of Coves.)

COVE ISLAND; ground, off northwest side of Cove island, Georgian bay, Bruce county, Ont.

Covey. See Coachman.

COW; island, in bay of Quinte, east of Belleville, Prince Edward county, Ont.

COWAN; post office, Huntingdon county, Que. (Not Cowan's.)

COWAN; river, north of Cormorant lake, Keewatin.

COWICHAN; district, harbour, lake, post office, and river, Vancouver island, B.C. (Not Cowichin nor Cowitchin.)

Cowitchin. See Cowichan.

COX; lake, Burleigh township, Peterborough county, Ont. (Not Cox's.)

COYLE; cove and head, west side of Blind bay, Halifax county, N.S. (Not Coyle's nor Kieley.)

CRAB: cove. south of Red bay, Bruce county, Ont.

Craigs. See Stanley.

CRANBERRY; creek, near north end of Upper Arrow lake, Kootenay district, B.C.

CRANBERRY; lake, on Grass river, west of Reed lake, Keewatin.

CRANBROOK; town, Kootenay district, B.C.

CRATER; creek, flowing into Quiet lake, Yukon.

CRATER; lake, southwest of lake Lindeman, Cassiar district, B.C.

CREASE; island, off the entrance to Knight inlet, Coast district, B.C. (Not Lewis.)

Creighton. See Crichton.

CRESTON; railway junction and station, Kootenay district, B.C.

Crete. See Chamberlain.

CRICHTON; beach, head, island, and shoal, southwest of Madame island, Richmond county, N.S. (Not Creighton.)

CROIL; island, near Farran point, Stormont county, Ont. (Not Croil's.)

CROOKED; creek, tributary to Stewart river, Yukon.

CROOKS; inlet, north shore of Hudson strait, Franklin. (Not Ka-lik-took-duag.)

CROSBY; lake, in McVittie township, Nipissing district, Ont.

CROSS; lake, north of Pipestone lake, Nelson river, Keewatin.

Cross. See Bamaji.

Cross See Brion.

CROW; river, Hastings and Peterborough counties, Ont.

Crow. See Kakagi.

Crow Harbour. See Queensport.

CROWN; lake, Lorrain township, Nipissing district, Ont.

CROWN; mountain, in central part of Vancouver island, B.C.

CROWSNEST; lake, mountain, pass, railway station, and river, Alta. and Kootenay district, B.C. (Not Crow Nest, Crow's Nest, Crow-nest nor Crownest.)

CRYSLER; post village and railway station, Stormont county, Ont. (Not Chrysler.)

CRYSLER; island, in the St. Lawrence, Dundas county, Ont. (Not Chrisler's.)

Crystal. See Caldwell.

Cudahy; post, Yukon river, northwest of Dawson, Yukon.

Cumberland; lake, eastern Saskatchewan. (Not Pine Island lake.)

Cumberland; peninsula and sound, in southeastern portion of the district of Franklin. (Not Northumberland inlet, Hogarth sound, nor Penny gulf.)

Cumming; point, Drury inlet, Queen Charlotte sound, Coast district, B.C. (Not Cuming nor Cummings.)

Cumming; point, Gribbell island, Coast district, B.C.

Cundale; bay, east shore of Horsfall island, Hecate channel, Coast district, B.C.

Cunliffe; island, Navy group, St. Lawrence river, Leeds county, Ont. (Not Gunliffe.)

Currie; post village and railway station, Oxford county, Ont. (Not Currie's Crossing.)

Currie's Crossing. See Currie.

Cut See Lindsay.

Cutarm; creek, tributary to Qu'Appelle river, southeastern Saskatchewan. (Not Big Cutarm.)

Cyclone; peak, an outlying spur of mount Drummond, Rocky mountains, Alta.

Cyprian; peak, in the Bishops' range, Selkirk mountains, Kootenay district, B.C

Cyrus Field; bay, east shore of Baffin island Franklin. (Not Cyrus W. Field.)

D

Dack; spit, west of Port Elgin, Bruce county, Ont.

Dadancour. See Giroux.

Dago; creek, tributary to Little Slocan river, Kootenay district, B.C.

Dahadinni; river, tributary to Mackenzie river, N.W.T. (Not Dahadinee nor Dahadinne.)

Dail; peak, west of Windy arm, Tagish lake, Yukon.

Dalesville; river, tributary to West river, Argenteuil county, Que. (Not Middle Branch of West River.)

Dalhousie Mills. See Dalhousie Station.

Dalhousie Station; post village, Soulanges county, Que. (Not Dalhousie Mills.)

D'Alogmy. See Maple.

Dalton; range of mountains, near Dezadeash lake, southwest Yukon.

Daly; mountain, southeast of mount Balfour, Rocky mountains, Kootenay district, B.C.

Dane; island, east of Lyal island, Bruce county, Ont.

Daniels; lake, north of Linklater lake, Kenora district, Ont. (Not Daniel nor Danish.)

Danish. See Daniels.

Dares; point, east side of Mahone bay, Lunenburg county, N.S. (Not Indian.)

Dashwood; island, east of Wallace island, St. Lawrence river, Leeds county, Ont.

Dark; island, Admiralty group, St. Lawrence river, Leeds county, Ont.

Dark. See Aubrey.

Dauphin; river, emptying into Sturgeon bay, lake Winnipeg, Man. (Not Little Saskatchewan.)

Dauphinee; head, Hubbard cove, mountain north of Head harbour, Halifax county, and lake northeast of St Margaret bay, Halifax and Lunenburg counties, N.S. (Not Dauphiney nor Dauphney.)

Dauphney. See Dauphinee.

Dave; bay, south side of Great Duck island, Manitoulin district, Ont.

Davenport; creek, flowing into west end of Gladys lake, Cassiar district, B.C.

David; point, Shawatlan passage, northeast of Kaien island, Coast district, B.C.

Davidson; mountains, between Ladue river valley and McQuesten lakes, Yukon.

Davies; lake, west of Barnard lake, Thunder Bay district, Ont.

Davis; creek, branch of Walker creek, west of Dawson, Yukon.

Davis; island, Navy group, St. Lawrence river, Leeds county, Ont.

Davis; lake, Lutterworth township, Haliburton county, Ont. (Not Davis'.)

Dawkins. See Jorkins.

Dawson; capital city of Yukon territory. (Not Dawson City.)

Dawson; glacier and mountain, southeast of mount Bonney, Selkirk mountains, Kootenay district; B.C.

Dawson; island, L. Nipigon, Thunder Bay district, Ont.

Dawson; peak, near Teslin lake, Yukon.

Dawson; point, at the northerly end of Promise island, Coast district, B.C.

Dawson; point, at the head of lake Timiskaming, Nipissing district, Ont.

Dawson; range of mountains, at the confluence of Lewes, Pelly, and Yukon rivers, Yukon.

Dawsonvale. See Dawsonville.

Dawsonville; town, Restigouche county, N.B. (Not Dawsonvale.)

Deacon; lake, Melick, Pettypiece, and Redditt townships, Kenora district, Ont. (Not Ant.)

DEAD; island, also Dead Island reef, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

DEADMAN; harbour and head, Charlotte county, N.B. (Not Deadman's.)

DEADWOOD; creek, tributary to Yukon river, below Dawson, Yukon.

DEAN; bay and spit, east of Dominion point, Manitoulin district, Ont.

DEAN; channel, north of King island, Pacific coast, B.C. (Not Deanes.)

DEASE; lake and river, tributary to Liard river, Cassiar district, B.C.

DEATHDEALER; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

DEBERT; river and village, Colchester county, N.S (Not DeBert.)

Debert. See Masstown.

DECEPTION; bay, south shore of Hudson strait, Ungava. (Not Foster's Harbour nor Shedlui.)

DECEWVILLE; post village and railway station, Haldimand county, Ont. (Not Decewsville.)

DECKER; lake, on telegraph trail, south of Babine lake, Cariboo district, B.C.

DECOURCY; group of islands, Pylades channel, southeastern coast of Vancouver island, B.C. (Not DeCourcey.)

Deep. See Canyon.

DEEPWATER; lake, northeast of lake Timiskaming, Pontiac county, Que.

DEER; island, 1½ m. N. W. from Gull harbour, L. Winnipeg, Man. (Not Punk.)

Deer. See Atikwa.

Deer. See Georgina.

Deer. See Punk.

DEER PARK; mountain, post office, and landing to important mining district, east of Lower Arrow lake, Kootenay district, B.C. (Not Deer mountain.)

DEFOT; creek and mountain, Dease river. Cassiar district, B.C.

DELANY; lake, southeast of Lount lake, Kenora district, Ont.

DELAP COVE; village, Annapolis county, N.S. (Not Delap's Cove.)

DELISLE; river, Glengarry county, Ont. (Not De Lisle nor L'Isle.)

DELTAFORM; mountain, Bow range of the Rockies, Alta. and Kootenay district, B.C.

DELTHORE; mountain, Gravel river, Mackenzie, N.W.T.

DELUSION; bay, in southern portion of Digby island, Coast district, B.C.

DEMERS; a peak of the Valhalla mountains, Kootenay district, B.C. (Not DeMers.)

DEMOISELLE; cape and creek, Albert county, N.B. (Not D'Moiselle, Cap de Moselle, nor Cape de Moiselle.)

DENISE; arm, northeast arm of Morse basin, east of Kaien island, Coast district, B.C.

DENMARK; lake, south of Atikwa lake, Kenora district, Ont.

DENNIS; mountain and pass, south of mount Stephen, Kootenay district, B.C.

Dennis. See Denys.

DENVER; creek, tributary to St. Mary river, Kootenay district, B.C.

DENVER; mountain, west of Slocan lake, Kootenay district, B.C.

DENYS; river, Inverness county, N.S; also River Denys P.O., River Denys Road P.O., River Denys Station, P.O. (Not Dennis.)

DEROTTENBURG; island, Brock group. St, Lawrence river, Leeds county, Ont. (Not Bluff.)

DERRY; post office, Peel county, Ont. (Not Derry West.)

Derry West. See Derry.

DESALABERRY; island, St. Lawrence river, Beauharnois county, Que. (Not Grand.)

DESCANSO; bay, Gabriola island, strait of Georgia, New Westminster district, B.C. (Not Knight nor Rocky.)

DESCHAILLONS; seigniory and post village, Lotbinière county, and island in Richelieu river, Richelieu county; Que. (Not d'Eschaillons, des Chaillons, Eschaillons, St. Jean Deschaillons, nor St. Jean-Baptiste Deschaillons.)

DESCHAMBAULT; lake, and river flowing from Wapawekka lake, central Saskatchewan. (Not Bear Lake river.)

DESCHÊNES; post office, Ottawa county, Que. (Not Deschenes Mills.)

Deschenes Mills. See Deschênes.

DESERONTO; town, Tyendinaga township, Hastings county, Ont.

DESERT; point, northeast end of Great Duck island, Manitoulin district, Ont. (Not Sand.)

Deseticaux. See Azatika.

Despair. See Espoir.

Despatch. See Dispatch.

Desolation. See Ten Peaks.

Desolation. See Wenkchemna.

DEVILLE; mountain, northwest of Ottertail station, Rocky mountains, Kootenay district, B.C.

DEVILS HEAD; mountain, in the Rocky Mountains park, Alberta. (Not Devil's Head.)

Devil's Head. See Minnewanka.

Devil's Pine. See Ghostpine.

Devizes; lake, west of Barrington lake, Thunder Bay district, Ont.

Devon; island, northwest of Baffin island, Franklin. (Not North Devon.)

DeWatteville; island, southwest of the Brock group, St. Lawrence river, Leeds county, Ont. (Not Guide.)

Dewdney; mountain, Porcupine river, Yukon.

Dezadeash; lake, and river tributary to the Alsek, southwestern Yukon.

Dez Amecane. See Azatika.

Diamond; island, west of Jubilee island, north shore of Hudson strait, Franklin.

Diamond; lake, Herschel township, Hastings county, Ont.

Diana; bay, west of Cape Hopes Advance, Hudson strait, Ungava.

Dibble; creek, tributary to Bull river, Kootenay district, B.C.

Dickey; lake, Lake township, Hastings county, Ont. (Not Dickey's.)

Dickinson Landing; post village, Stormont county, Ont. (Not Dickenson's Landing nor Dickinson's Landing.)

Dinghy; island, between Barge and Deathdealer islands, Lake Fleet group, Lawrence river, Leeds county, Ont. (Not 34g.)

Dinorwic; lake and railway station, Kenora district, Ont. (Not Little Wabigoon.)

Dion; creek, tributary to Yukon river, near Dawson, Yukon.

Dirt. See Chip.

Discovery; lake, east of Minnitaki lake, Kenora district, Ont.

Discovery. See Plumper.

Disella; lake, south of Chismaina lake, Yukon.

Dispatch; island, in Columbia river, near south end of Upper Arrow lake, Kootenay district, B.C. (Not Despatch.)

Dixie; lake and mountain, east of Atlin lake, Cassiar district, B.C.

Dixie. See O'Donnel.

Dixon; lake, Limerick township, Hastings county, Ont. (Not Dixon's.)

Dixon Corners; post village, Dundas county, Ont. (Not Dixon's Corners.)

Dobbs; island, north of Gordon island, St. Lawrence river, Leeds county, Ont. (Not Hay.)

Doctor; island, southeast of Tar island, St. Lawrence river, Leeds county, Ont. (Not Doctor's.)

Doctor; island, south shore of Hudson strait, Ungava.

Doctor; island, between Russell island and Tobermory harbour, at entrance to Georgian bay, Bruce county, Ont.

Doctor; lake, on Churchill river, Sask.

Dodge; cove, west of Parizeau point, Digby island, Prince Rupert harbour, Coast district, B.C.

Dodge; island, north of Parizeau point, Prince Rupert harbour, Coast district, B.C.

Dog; island, also Dog Island lightstation, opposite Seal cove, north shore of Lennox passage, Richmond county, N.S. (Not Seal.)

Doghead; point, the northeastern point of entrance to the narrows of lake Winnipeg, Man. (Not East Doghead.)

Dognose; creek, tributary to Klondike river, Yukon.

Dog's Head. See Whiteway.

Dokdaon; creek, tributary to Stikine river, near Clearwater river, Cassiar district, B.C.

Dokis; island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Dollis; creek, tributary to Tatshenshini river, southwestern Yukon.

Dolomite; lake, south of Reed lake, Keewatin. (Not Limestone.)

Dolomite; pass, peak, and stream, Rocky mountains, Alberta.

Dombourg; islet, in St. Lawrence river, near Pointe-aux-Trembles, Portneuf county, Que. (Not Donbour nor Frechette.)

Dome; mountain, west of Cudahy, near international boundary, Yukon.

Dome; mountain, near lake Evans, Abitibi district, Que.

Dominick; lake, Rugby township, Kenora district, Ont. (Not Dominic.)

Dominion; bay and point, south shore of Manitoulin island, Manitoulin district, Ont.

Dominion; creek, tributary to Indian river, Yukon.

Don; lake, west of Favel lake, Kenora district, Ont.

Donald. See McDonald.

Donbour. See Dombourg.

Dondaine; island, St. Lawrence river, near Valleyfield, Soulanges county, Que. (Not Soulanges.)

Donjek; river, tributary to White river, Yukon.

Donkin; glacier, mountain, and pass, southeast of Mt. Bonney, Selkirk Mts., Kootenay district, B.C.

Doobaunt. See Dubawnt.

Dorcas; bay, east coast of lake Huron, Bruce county, Ont.

D'Or; cape, Cumberland county, N.S. (Not Dore nor D'Ore.)

Dore, baie du; Bruce county, Ont.

Dore. See D'Or.

Dorion. See Vaudreuil.

Dorothy; island and narrows, Devastation channel, Coast district, B.C.

Dotty; lake, Finlayson township, Nipissing district, Ont. (Not Dotty's.)

Double. See Brandon.

Douglas; channel, between Hawkesbury island and the mainland, Coast district, B.C.

Douglas; creek, southwest of Banff, Alta.

Douglas; harbour, King George sound, Hudson strait, Ungava.

Douglas; mountain, north of Victoria, B.C.

Douglas; point, Bruce county, Ont.

Dover See Taylor.

Dover East; township, Kent county, Ont. (Not East Dover.)

Dowker. See Lynch.

Downie; island, Navy group, St. Lawrence river, Leeds county, Ont. (Not Float.)

Doyle; island, Blind bay, Halifax county, N.S. (Not Doyle's.)

Drag; lake, Dudley township, Haliburton county, Ont.

Drewry; lake, Haycock township, Kenora district, Ont.

Driedmeat; hill and lake, on Battle river, eastern Alberta. (Not Dried Meat.)

Driftpile; river, flowing northerly into Lesser Slave lake, central Alberta.

Dromedary; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Pear.)

Drummond; mountain, north of mount Douglas, Rocky mountains, Alta.

Dryad; point, northeastern portion of Campbell island, Seaforth channel, Coast district, B.C. (Not Turn.)

Dryberry; lake, northeast of Berry lake, Kenora district, Ont.

Dryden; railway station, Kenora district, Ont.

Dubawnt; lake and river, Keewatin and Mackenzie districts. (Not Doobaunt.)

Duchesnay; lake, mountain, and pass, Rocky mountains, Kootenay district, B.C.

Duck. See Sissipuk.

Duckie; lake, northwest of Chismaina lake, Yukon

Duck River North. See North Duck.

Duck River South. See South Duck.

Dudidontu; river, tributary to Inklin river, Cassiar district, B.C.

Duke; point, Northumberland channel, strait of Georgia, New Westminster district, B.C.

Dumfounder; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

Dumoine; lake and river, Pontiac county, Que. (Not Du Moine, Big, nor Grand.)

Duncan; glacier and mountain, east of Beaver mountain, Selkirk range, Kootenay district, B.C.

Duncan; lake, north of Kootenay lake, Kootenay district, B.C. (Not Upper Kootenay.)

Dundalk; creek, mountain, and railway station, on east side of Bennett lake, Yukon.

Dundas; islands, western side of Chatham sound, Coast district, B.C.

Dundas; point, on northeast coast of Digby island, Coast district, B.C.

Dunn; island, near Pearson island, Manitoulin district, Ont. (Not Grant.)

Dunsmuir; islands, Oyster harbour, east coast of Vancouver island, B.C. (Not Twin.)

Dunvegan; a post of the H.B. Co., on Peace river, Alberta. (Not Fort Dunvegan.)

DuVernet; point, on northeast coast of Digby island, Coast district, B.C.

Dwyerhill; post office, Carleton county, Ont. (Not Dwyer Hill.)

Dyer. See Waddell.

Dyke: head, on south shore of Hudson strait, Ungava.

Dyment; railway station, Kenora district, Ont.

Dyson; creek, tributary to Sheep river, also mountain, southern Alberta.

E

Eabement; lake and river, tributary to Albany river, Keewatin.

Eagle; bay, at the south end of Grand lake Victoria, Pontiac county, Que.

Eagle; cove and point, Cove island, at entrance to Georgian Bay, Ont.

Eagle; lake, railway station, and river, Kenora district, Ont.

Eagle; glacier and peak, Selkirk mountains, also pass and river west of Revelstoke, Kootenay district, B.C.

Eagle; river, tributary to Dease river, Cassiar district, B.C.

Eagle. See Anstruther.

Eagle See Murphy.

Eagle. See Sakwatamau.

EAGLE CRAG; mountain, near confluence of Iskut and Stikine rivers, Cassiar district, B.C.

EAGLENEST; lake, in the Birch mountains, Alta. (Not Eagle Nest.)

EAGLENEST; post office, Brant county, Ont. (Not Eagle Nest, Eagles Nest, nor Eagle's Nest.)

EAGLE NEST; mountain, on lower part of Lewes river, below Little Salmon river, Yukon.

EAGLE ROCK; lake, northeast of Kaopskikamak lake, Kenora district, Ont.

EAMER; post office, Stormont county, Ont. (Not Eamer's Corners.)

EARL GREY; pass, in the summit range of the Selkirks, between Hammill and Toby creeks, Kootenay district, B.C.

EARL GREY; river, emptying into lake Aylmer, northeast of Great Slave lake. (Not Earl Grey's.)

EARL PATCHES; shoals, south of Russel island, at entrance to Georgian bay, Bruce county, Ont.

EARN; river, tributary to Pelly river, north of Glenlyon mountains, Yukon.

EAST; bluff, west of Gabriel strait, Franklin. (Not Innarulligang.)

EAST; lake, Harburn township, Haliburton county, Ont.

EAST; river, Bonaventure county, Que. (Not East Port Daniel river.)

EAST; river, Pictou county, N.S. (Not East river of Pictou.)

East. See Nelson.

EAST ARROWWOOD; river, tributary to Bow river, Alta. (Not East Arrow Wood.)

East Belanger. See Girouard.

E. Br. Thessalon R. See Bridgland.

East Doghead. See Doghead.

East Dover. See Dover East.

EASTMAIN; river, emptying into James bay. (Not East Main.) This river forms a portion of the northerly boundary of the province of Quebec.

Eastman's Springs. See Carlsbad Springs.

EASTON; post village, Grenville county, Ont. (Not Easton's Corners.)

Easton's Corners. See Easton.

East Port Daniel river. See East.

EAST SISTER; shoal, south of Yeo island, entrance to Georgian bay, Manitoulin district, Ont.

East Souris. See Souris.

Eatchepashi. See Etchipotchi.

EBB-AND-FLOW; lake, west of the narrows of lake Manitoba, Man. (Not Ebb and Flow.)

Echafaud. See Pouce Coupé.

ECHIMAMISH; river, tributary to the east branch of Nelson river, Keewatin. (Not Echamamish nor Echiamamish.)

ECHO; island, east of Cove island, at entrance to Georgian bay, Bruce county, Ont.

ECSTALL; river, flowing into the Skeena at Essington, Cassiar district, B.C. (Not Hockstall, Huckstall, Huxstall, nor Oxstall.)

Eddy's Mills. See Edy Mills.

EDGAR; lake, south of the Taku arm of Tagish lake, Cassiar district, B.C.

EDGAR; post office, Essex county, Ont. (Not Edgar's Mills.)

Edgar's Mills. See Edgar.

EDGELL; banks, Nanoose harbour, east coast of Vancouver I., B.C.

EDGELL; island in Blunden harbour, Queen Charlotte sound, Coast district, B.C.

EDITH; lake and river, Big island, Hudson strait, Franklin.

EDITH; mountain, west of the north end of lake Laberge, Yukon.

Edith. See Bailey.

EDMONTON; capital city of Alberta. (Not Fort Edmonton.)

EDMUND; mountain, northwest of Surprise lake, Cassiar district, B.C.

EDMUND; rock, off Commerell point, northwest coast of Vancouver island, B.C.

EDNA; point, forms the eastern boundary of Christina bay, Manitoulin island, L. Huron, Ont.

EDUNI; mountain, Gravel river, Mackenzie, N.W.T.

EDWARD; island, and harbour in the southwest portion of the island, south of entrance to Black bay, Thunder Bay district, Ont.

EDWARD; lake, Smellie township, Kenora district, Ont.

EDWARD; point, at the entrance to St. Clair river, Lambton county, Ont.

EDY MILLS; post office and railway station, Lambton county, Ont. (Not Eddy's, Eddy's Mills, nor Edy's Mills.)

EEL; lake, southwest of Opasatika lake, Pontiac county, Que.

EELS; lake, Cardiff township, Haliburton county, Ont. (Not Eel.)

EFFINGHAM; inlet, and port on west side of Village island, Barkley sound, B.C.

EFFINGHAM; lake, Effingham township, Addington county, Ont. (Not Little Weslemcoon.)

EGAN; brook and lake, tributary to York river, Hastings county, Ont. (Not Jamieson's.)

Egg. See Scotch Bonnet.

Eglinton; post office, York county, Ont. (Not Eglington.)

Egnell; creek, post, and mountain, Sheslay river, Cassiar district, B.C. (Not Egnelle nor Egnell's.)

Egypt. See Macdonald.

Ehkwee. See Ekwi.

Eider; islands, west coast Ungava bay, Ungava.

Eiffel; peak, south of Pinnacle mountain, Rocky mountains, Alta.

Eightmile. See Tatsho.

Eighteen-mile. See Stirling.

Eisner; cove, Halifax harbour, Halifax county, N.S. (Not Isnor, Eisenhaur nor Eisenhauer.)

Ekwan; river, emptying into James bay, Keewatin (Not Equan.)

Ekwi; river, tributary to Gravel river, Mackenzie, N.W.T. (Not Ehkwee.)

Elbow; lake, north of Stranger lake, Kenora district, Ont.

Elbow; lake, on Grass river, northwest of Reed lake, Keewatin. (Not Ithenotosquan nor The Elbow.)

Elbow; lake, northeast of Humboldt bay, L. Nipigon, Thunder Bay district, Ont.

Elbow; mountain, at bend in lower part of Stikine river, Cassiar district, B.C.

Elbow; river, tributary to Bow river, Alta.

Elder Mills; post village and railway station, York county, Ont. (Not Elder nor Elder's Mills.)

Eldorado; creek, tributary to Bonanza creek, Yukon.

Eliot; passage, between Indian islands and Village island, at south entrance to Knight inlet, Coast district, B.C. (Not Elliot.)

Elizabeth; bay, in southern portion of Olga lake, Abitibi district, Que.

Elizabeth; lake, on northwest corner of Prudom township, Thunder Bay district, Ont. (Not Sharp Mountain lake.)

Elk; river, tributary to Kootenay river, Kootenay district, B.C.

Ella; island, north of Leach island, Manitoulin district, Ont. (Not Gull.)

Ellesmere; island, includes the whole of the insular tract lying between latitude 76° and 84° N. and longitude 62° and 90° W.; portions of which have been named "Arthur Land," "Ellesmere Land," "Grant Land," "Grinnell Land," "Jesup Land," "King Oscar Land," "North Lincoln," "Schley Land," etc.

Ellinor; rock, east of Kinahan islands, southwest of entrance to Prince Rupert harbour, Coast district, B.C.

Elliott; peak, on north side of the Saskatchewan, opposite the confluence of the Saskatchewan and Siffleur rivers, Alta.

Elmtree; post village and river, Gloucester county, N.B. (Not Elm Tree.)

Embrun; railway station and village, Russell county, Ont.

Emerald; lake, peak, and river, northwest of Field, Kootenay district, B.C.

Emerald. See Louise.

Emerald. See President.

Emil; creek, tributary to Nello river, Klondike river, Yukon.

Emilia; island, Douglas channel, west of Maitland island, Coast district, B.C.

Emily Maxwell; reef, south of Fitzwilliam island, Manitoulin district, Ont.

Emma; island, northwest of Big island, Hudson strait, Franklin. (Not High.)

Emma; lake, on Nipigon river, Thunder Bay district, Ont.

Emulous; reef, off Ram island, Lockeport harbour, Shelburne county, N.S. (Not Emulow.)

Endako; river, tributary to Stellako river, east of Français lake, Cariboo district, B.C.

Endikai; lake, northeast of Grasett township, Algoma district, Ont. (Not Endikai-a-go-ming.)

Endymion; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont. (Not Endymian.)

English; river, rising near English River station, C.P.R. and flowing northward to L. Seul, and thence westward to its confluence with Winnipeg river, Kenora district, Ont., and Keewatin.

English. See Churchill.

Ennis; mountain, east of mount Vaux, Rocky mountains, Kootenay district, B.C.

Ennishone; post settlement, Victoria county, N.B. (Not Ennishore.)

Ennishore. See Ennishone.

Enrage; cape, Chignecto bay, N.B. (Not Enragé.)

Ensley; creek, tributary to Yukon river, north of Indian river, Yukon.

Equan. See Ekwan.

Eschaillons. See Deschaillons.

Eskimo; bay, islands, and river, west of the strait of Belleisle, Saguenay county, Que. (Not Esquimaux.)

Eskimo; island, one of the Mingan group; Saguenay county, Que. (Not Esquimaux.)

Eskwahani; lake, near the headwaters of Ottawa river, Berthier and Joliette counties, Que. (Not Askwahani.)

Eskwanonwatin; lake, on Black Sturgeon river, south of L. Nipigon, Thunder Bay district, Ont. (Not Esquanonwatin.)

Espoir; cape d', at the entrance to Chaleur bay, Gaspé county, Que. (Not Despair.)

Esquanonwatin. See Eskwanonwatin.

Esquimaux. See Eskimo.

Essington; town, at mouth of Skeena river, Cassiar district, B.C. (Not Port Essington.)

Etang. See L'Etang.

Etchipotchi; river, tributary to Waswanipi river, Abitibi district, Que. (Not Eatchepashi.)

Ethel; lake, south of Mayo brook, Stewart river, Yukon.

Ethel; lake, Redditt township, Kenora district, Ont.

Etsi-kom. See Etzikom.

Etta; point, westerly extremity of Maurelle island, Coast district, B.C.

Etzikom; coulée, north of Milk river, southern Alberta. (Not Etsi-kom.)

Eulatazella; creek and lake, on telegraph trail, south of Nechako river, Cariboo district, B.C.

Eureka; creek, tributary to Indian river, Yukon.

Eva; point, Devastation channel, Coast district, B.C.

Evans; creek, west of Slocan lake, Kootenay district, B.C.

Evans; lake, in northern part of Abitibi district, Que.

Evelyn; island, east of Warren island, Bruce county, Ont. (Not Birch.)

Evening; lake, southwest of Cliff lake, Kenora district, Ont.

Everest; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Sumach.)

Everett; reefs, at entrance to Timber bay, Manitoulin island, Manitoulin district, Ont.

Ewing; mountain, west of Gladys lake, Cassiar district, B.C.

Expanse; lake, an expansion of the upper Ottawa river, Pontiac county, Que.

F

Fagan; ground, southwest of Yeo island, at entrance to Georgian bay, Manitoulin district, Ont.,

Fairfield; bluff, on Yukon river, below Cudahy, Yukon.

Fairfield; post village and railway station, Leeds county, Ont. (Not Fairfield East.)

Fairfield East. See Fairfield.

Fairground; post office, Norfolk county, Ont. (Not Fair Ground nor Fair Grounds.)

Fair Ness; headland, at entrance to Markham bay, Hudson strait, Franklin.

Fairview; mountain, south of lake Louise, Alta. (Not Goat.)

Fairview; point, on west coast of Kaien island, Prince Rupert harbour, Coast district, B.C.

Fairy; lake, east of Kejimkujik lake, Queens county, N.S.

Fairy. See Mamakwash.

Falcon; rock, at entrance to Prince Rupert harbour, Coast district, B.C.

Fall. See Tortue.

Falls; creek, west of Slocan lake, Kootenay district, B.C.

False Detour; channel, between Cockburn and Drummond islands, Manitoulin district, Ont. The international boundary passes through this channel.

Fantail; lake and river, west of Taku arm of Tagish lake, Cassiar district, B.C. (Not Otter.)

Farewell; cape, at the south end of Promise island, Coast district, B.C.

Farnsworth; mountain, east of O'Donnel river, Cassiar district, B.C.

Farquart; lake, Harcourt township, Haliburton county, Ont.

Farr; creek, emptying into the northerly portion of lake Timiskaming, Nipissing district, Ont.

Farran Point; post village and railway station, Dundas county, Ont. (Not Farran's Point.)

Farrell; lake, Rosebud district, Alta. (Not Long.)

Favel; lake, northeast of Silver lake, Kenora district, Ont.

Favourable; lake, southeast of Island lake, Keewatin.

Fawcett; lake, southwest of Williams bay, L. Seul, Kenora district, Ont.

Fawn; river, tributary to Severn river, N.W.T. (Keewatin).

Fawn. See Woodtick.

Fay; mountain, east of Deltaform mountain, Bow range of the Rockies, Alta., and Kootenay district, B.C.

Fay; river, tributary to Klondike river, Yukon.

Ferguson Falls; post village, Lanark county, Ont. (Not Ferguson's Falls.)

Fern; passage, east and south of Kaien island, connecting upper portion of Prince Rupert harbour with Chatham sound, Coast district, B.C.

Feuz; a peak of mount Dawson, Selkirk mountains, Kootenay district, B.C.

FEVES; rivière des, Chateauguay county, Que

FIDDLERS ELBOW; channel, between Lynedoch and Wallace islands, St. Lawrence river, Leeds county, Ont.

FIELD; lake, on Ross river, Yukon.

FIELD; mountain and railway station, Kootenay district, B.C.

FIFE; creek, northwest of Whatshan lake, Kootenay district, B.C.

Fifteen-mile. See Jennings.

FILE; lake and river, north of Reed lake, Keewatin.

FILE-AXE; lake, on the height of land, southeast of lake Mistassini, Mistassini district, Que.

FINDLAY; island, north of Bathurst island, Arctic ocean. (Not Finlay Land nor King Christian island.) The name "King Christian," which has appeared on some recent maps, was given by Sverdrup, but the island had been previously named for Alexander George Findlay, an eminent cartographer, and publisher of atlases, nautical directories, charts, etc. He was a member of the Council of the Royal Geographical Society for many years.

FINGER; mountain, west of Bennett lake, Yukon.

FINLAYSON; lake and river, near the upper waters of Pelly river, Yukon. (Not Tle-tlan-a-tsoots.)

FIORD; bay, Separation lake, Kenora district, Ont.

FIRE; valley, west of Lower Arrow lake, Kootenay district, B.C.

Fish. See Gap.

Fish. See Incomappleux.

Fish. See Murphy.

Fish. See Norbury.

FISHBASKET; river, emptying into Weibikwei lake, Keewatin.

FISHER; bay, northwest of Wakeham bay, Hudson strait, Ungava.

FISHER; bay northeast of Inner Duck island, Manitoulin district, Ont.

FISHER; creek, tributary to Wild Horse river, Kootenay district, B. C.

FISHER; creek, tributary to Sheep river, southern Alberta.

FISHER; harbour, north of Big island, Hudson strait, Franklin.

FISHER; island, Brock group, St. Lawrence river, Leeds county, Ont.

FISHER; lake, east of Dryberry lake, Kenora district, Ont.

FISHER; lake, Pontiac county, Que.

FISHER; mountain, east of Kootenay river, Kootenay district, B.C.

FISHER; peak, southwestern Alberta.

FISHERMAN; cove, at the north end of Gil island, Coast district, B.C.

FISHING; islands, extending from Chiefs point to Pike point, Bruce county, Ont. (Not Ghegheto.)

FISHTAIL; lake, Harcourt township, Haliburton county, Ont. (Not Fish Tail.)

FITZWILLIAM; channel and island, at the entrance to Georgian bay, Manitoulin district, Ont.

FIVE-FINGER; rapid, in Lewes river, below Nordenskiöld river, Yukon.

FLAT; creek, tributary to Illecillewaet river, Kootenay district, B.C.

FLAT; creek, tributary to Klondike river, Yukon.

FLAT; point, east side of entrance to Sydney harbour, Cape Breton county, N.S. (Not Low.) To avoid confusion with Low point and Low Point post office, Inverness county.

Flat. See Ridley.

FLATLAND; harbour, island, and reef, west of Pie island, Thunder Bay district, Ont.

FLEET; point, Nanoose harbour, east coast of Vancouver island, B.C.

FLEMING; island, southeast of Port Dover, Halifax county, N.S. (Not Fleming's.)

FLEMING; peak, Hermit range of the Selkirks, Kootenay district, B.C.

FLEMMING; brook, tributary to Little river, Gloucester county, N.B. (Not South Br. of Little R.)

FLETCHER; island, in Frobisher bay, Franklin.

FLETCHER; lake in McClintock township, Haliburton county, Ont. (Not Fletcher's.)

FLINT; lake, north of Kakagi lake, Kenora district, Ont.

FLOAT; creek, tributary to Ottertail river, Rocky mountains, Kootenay district, B.C.

Float. See Downie.

FLORENCE; river, tributary to Bell river, Abitibi district, Que.

FLORENCE; river, tributary to Klondike river, Yukon

FLOWERPOT; island, east of Cove island, at entrance to Georgian bay, Bruce county, Ont. (Not Flower Pot.)

FLUKE; lake, west of Cliff lake, Kenora district, Ont.

FOAMFALL; river, tributary to Ashuapmuchuan river, Chicoutimi county, Que.

FOG; lake, west of Manitou lake, Kenora district, Ont.

FOLDEN; post office, Oxford county, Ont. (Not Folden's Corners.)

Folden's Corners. See Folden.

FOOTPRINT; lake and river, north of Threepoint lake, Keewatin. (Not Squirrel nor Weir.)

FORELEG; bay, in Atikwa lake, Kenora district, Ont. (Not Little Jackfish.)

FOREST; lake, west of Whitney lake, Kenora district, Ont..

FORESTERS; island, in the bay of Quinte, Prince Edward county, Ont. (Not Captain John's island.)

FORKS; lake, on Churchill river, below Stanley mission, central Saskatchewan. (Not Rapid River lake.)

FORSYTH; island, Admiralty group, St. Lawrence river, Leeds county, Ont. (Not Quarry.)

Fort Chimo. See Chimo.

Fort Chipewyan. See Chipewyan.

Fort Dunvegan. See Dunvegan.

Fort Edmonton. See Edmonton.

Fort Fraser. See Fraser.

Fort James. See Fort St. James.

Fort Lennox. See Noix.

Fort McKay. See McKay.

Fort Macleod. See Macleod.

Fort McMurray. See McMurray.

FORT NELSON; river, tributary to Liard river, Cariboo district, B.C. (Not Nelson.)

FORT ST. JAMES; H. B. Co. post, Mining Record office, and P. O., near the outlet of Stuart lake, Coast district, B.C. (Not Fort James.)

FORT ST. JOHN; H. B. Co. post, on Peace river, Cariboo district, B.C.

Fort Selkirk. See Selkirk.

Fort Severn. See Severn.

FORT SMITH; H. B. Co. post, also post settlement, on Slave river, near northern boundary of Alberta.

Fort Steele. See Steele.

FORT VERMILION; a post of the H. B. Co. and settlement, south side of Peace river, Alta.
Reversal of previous decision.

FORT WALLACE; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

FORTYMILE; river and town, Yukon. (Not Forty Mile.)

FOSSIL; mountain, southwest of mount Douglas, Rocky mountains, Alta.

Foster's. See Deception.

FOSTHALL; creek, west side of Upper Arrow lake, Kootenay district, B.C.

FOURCHU; harbour, Cape Breton county, N.S. (Not Fourché nor Fourchou.)

Four-mile. See Lakit.

FOURNIER; post village, Prescott county, Ont. (Not Fournierville.)

FOX; glacier and mountain, in the Selkirks, B.C.

FOX; island, Weller bay, Ameliasburg township, Prince Edward county, Ont.

FOX; island, in lake Simcoe, York county, Ont. (Not Snake.)

FOX; islands, Gordon bay, Franklin. (Not West Fox.)

FOX; land, southwesterly portion of Baffin island, Gordon bay, Franklin. (Not Fox nor Luke Fox.)

Fox. See Gordon

Foxe. See Fox.

FRAMBOISE; village, Richmond county, N.S. (Not Frambois.)

FRANCES; lake and river, southeastern Yukon.

FRANCES SMITH; shoal, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

FRANCISCO; point, southeast end of Quadra island, Coast district, B.C.

FRANÇAIS; lake, south of Babine lake, Cassiar and Cariboo districts, B.C. (Not Francois.)

Francois. See Français.

FRANK; lake, south of N.T. Ry. and northeast of L. Nipigon, Thunder Bay district, Ont.

Frank Clark. See Clark.

Franklin. See Shawanaga.

FRANKTOWN; post village and railway station, Lanark county, Ont. (Not Frankstown.)

FRASER; lake, Carlow township, Hastings county, Ont. (Not Fraser's.)

FRASER, lake, H. B. Co. post, and telegraph station, south of Stuart lake, Cariboo district, B.C. (Not Nalta lake, nor Fort Fraser post and station.

FRASER; reach, northeast of Princess Royal island, Coast district, B.C.

FRASER; river, of central and southern B.C.

FRAZER; creek and lake, south of L. Nipigon, Thunder Bay district, Ont. (Not Fraser.)

FRECHETTE; bay, bank, and point, near Misery bay, Manitoulin district, Ont.

Frechette. See Dombourg.

Freda. See Freya.

FREDERICK; lake, Halifax county, N.S. (Not Pine Wood.)

FREDERICK; lake, west of Kusawa lake, southwestern Yukon.

FREDERICK; point, on the east coast of Digby island, Prince Rupert harbour, Coast district, B.C.

Freeman's. See Freemen.

FREEMEN; lake, and river tributary to Athabaska river, Alta. (Not Freeman's.)

Freestone. See Gregory.

FRENCHMAN; bay, Ontario county, Ont. (Not Pickering harbour.)

FRENCHMAN; river, in southern Saskatchewan (Not White Mud.)

FRESNO; creek, tributary to Yukon river, below Dawson, Yukon.

FREYA; a spur of the Valhalla mountains, Kootenay district, B.C. (Not Freda.)

FRIDAY; creek, branch of Sulphur creek, Indian river, Yukon.

FRIDAY; lake, southwest of Lorrain township, Nipissing district, Ont.

FRITZ; landing, on east side of Lower Arrow lake, Kootenay district, B.C.

FROATSBURN; post office, Dundas county, Ont. (Not Froatburn nor Froathburn.)

FROBISHER; bay, in the southeastern portion of the district of Franklin. (Not Lumley inlet, &c.)

FROBISHER; post office, and railway station, southeastern Saskatchewan. (Not Frobyshire.)

FROSTFISH; cove, in northeast portion of St. Margaret bay, Halifax county, N.S. (Not Frost Fish.)

FROUDE; bay, northeast of McKim bay, Manitoulin island, Manitoulin district, Ont.

G

GABARUS; bay, cape, and post office, Cape Breton county, N.S. (Not Gabarous nor Gabarouse.

GABRIEL; island, Frobisher bay, Franklin. (Not Gabriell.)

GARBIEL; strait, between Resolution island and the mainland, Franklin. (Not Tudjakdjudusirn.)

GAETZ; cove, east side of Mahone bay, Lunenburg county, N.S.

Gage. See Ninemile.

Gage. See Simcoe.

GAINSBOROUGH; township, Lincoln county, Ont. (Not Gainsboro.)

Gale. See Peter.

GALENA; bay, at north end of Upper Arrow lake, Kootenay district, B.C. (Not Thumb.)

GALENA; creek, tributary to Yukon river, below Indian river, Yukon.

GALIANO; island, and Galiano gallery near Descanso bay, Gabriola island, strait of Georgia, New Westminster district, B.C. (Not Malaspina's gallery.)

Galiano. See Nigei.

GALLOWAY; rapids, between Morse and Wainwright basins, southeast of Kaien island, Coast district, B.C.

GALLOWAY; settlement, Kent county, N.B. (Not Galway, New Galway, nor New Galloway.)

GALOP; canal, island, and rapids, St. Lawrence river, Dundas county, Ont. (Not Gallop, Gallops, Gallopes, Galoup, nor Galloup.)

Galway. See Galloway.

GAMSKAGAMIK; lake, south of lake Hill, Kenora district, Ont. (Not Painkiller.)

GAOTANAGA; lake, west of Grand lake Victoria, Pontiac county, Que.

GAP; creek, tributary to Maple creek, southwestern Saskatchewan. (Not Fish.)

GARDEN; island, northeast of Du Vernet point, Digby island, Prince Rupert harbour, Coast district, B.C.

GARDEN; island, north of Wolfe island, St. Lawrence river, Frontenac county, Ont.

GARDEN ISLAND; lake, north of Matchimanitou lake, Abitibi district, Que.

GARDNER; canal, Devastation channel, Coast district, B.C. (Not Gardiner.)

GARNET; creek, tributary to Dominion creek, Indian river, Yukon.

GARNET; mountain, west of mount Goodsir, Rocky mountains, Kootenay district, B.C.

GARRETT; island, northwest of Lynedoch island, St. Lawrence river, Leeds county, Ont. (Not Garrett's.)

GARRY; lake and river, tributary to Delisle river, Glengarry county, Ont. (Not Black lake.)

GARTHBY; post village, railway station, and township, Wolfe county, Que. (Not Garthby Station, P.O.)

Garthby Station. See Garthby.

GASLINE; post office, Welland county, Ont. (Not Gas Line.)

GASPEREAU; lake, and river tributary to Salmon river, Queens and Sunbury counties, N.B. (Not Gasperaux.)

GASPEREAU; river, flowing into baie Verte, Westmorland county, N.B. (Not Gaspereaux.)

GASPESIA; shoal, southeast of Walkhouse point, Manitoulin district, Ont.

GAT; point, on western part of Cove island, at entrance to Georgian bay, Bruce county, Ont.

GATACRE; point, south shore of Manitoulin island, Manitoulin district, Ont.

GATES; island, west of Howe island, St. Lawrence river, Frontenac county, Ont.

GATINEAU POINT; village, at the mouth of Gatineau river, Ottawa county, Que.

Gaudin; point, Devastation channel, Coast district, B.C.

Gauley; bay, northeast of Greenough point, Bruce county, Ont.

Gawjewiagwa; lake, east of Anzhekumming lake, Kenora district, Ont.

Geikie; creek and glacier, north of Dawson glacier, Selkirk mountains, Kootenay district, B.C.

Geikie; island, L. Nipigon, Thunder Bay district, Ont. (Not White's.)

Geikie; lake, east of lake Evans, Abitibi district, Que.

Gem; lake, in McGarry township, Nipissing district, Ont.

Genesta; reef, south of Maiden island, south shore of Manitoulin island, Manitoulin district, Ont.

Gens-de-terre; river, tributary to Gatineau river, Ottawa and Pontiac counties, Que. (Not Jean de Terre.)

George; bay and cape, Northumberland strait, Antigonish county, N.S. (Not St. George.)

George; creek, tributary to the south branch of Brazeau river, central Alberta.

George; island, Halifax harbour, Halifax county, N.S. (Not Georges nor George's.)

George; lake, Prescott county, Ont. (Not Georges nor Georgian.)

George; point, at east entrance to Black bay, Thunder Bay district, Ont.

George; river, flowing into Ungava bay, Ungava. (Not Kangerthialuksoak.)

George. See St. George.

Georgia; lake, southeast of L. Nipigon, Thunder Bay district, Ont.

Georgia; rock, at entrance to Prince Rupert harbour, Coast district, B.C.

Georgian; bay, the northeastern portion of lake Huron, Ont.

Georgina; island, north of Hill island, St. Lawrence river, Leeds county, Ont. (Not Catline nor Deer.)

Germain; island, east of Dokis island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Gertrude; point, Douglas channel, near Kitkiata, Coast district, B.C.

Ghegheto. See Fishing.

Ghost; island, between Jeannette island and the Millar group, North channel, Queen Charlotte sound, Coast district, B.C. (Not Round island.)

Ghost; lake, north of Wabigoon lake, Kenora district, Ont.

Ghost; river, tributary to Bow river, Alta.

Ghost. See Spirit.

Ghostpine; creek, tributary to Red Deer river, Alta. (Not Devil's Pine.)

Gibraltar. See Harvey.

Gig; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

Gig; point, on northern part of Cove island, at entrance to Georgian bay, Bruce county, Ont.

Gilbert; railway station, Kenora district, Ont.

Gil; island, northwest of Princess Royal island, Coast district, B.C. (Not Gill.)

Gilliam; mountain, north of Pyramid mountain, southern Yukon.

Gillies; lake and railway station, southwest of Cobalt, Nipissing district, Ont. (Not Mud lake.)

Gilphie; reef, off Pine Tree harbour, Bruce county, Ont.

Gimli; a peak of the Valhalla mountains, Kootenay district, B.C.

Girouard; mountain, south of lake Minnewanka, Rocky Mountains park, Alta.

Girouard; point, north of Western Duck island and west of Rickley harbour, Manitoulin district, Ont. (Not East Belanger.)

Giroux; island, in St. Lawrence river, near Valleyfield, Soulanges county, Quebec. (Not Dadancour.)

Giroux; lake and post office, southeast of Cobalt, Nipissing district, Ont.

Gizzard; river, tributary to Bell river, Abitibi district, Que.

Glacier; creek, a branch of Gold creek, Yukon.

Glacier; lake, near Howse pass, Rocky mountains, Alta.

Glacier. See Peyto.

Glacier. See Yoho.

Glacier Crest; mountain, Selkirk mountains, Kootenay district, B.C.

Gladman; mountain, on Yukon river, near the international boundary, Yukon.

Gladsheim; a peak of the Valhalla mountains, Kootenay district, B.C.

Gladstone; creek, east of Lower Arrow lake, Kootenay district, B.C.

Gladys; lake and river, southwest of Teslin lake, Cassiar district, B.C. (Not Sucker lake, nor North river.)

Glasgow; island, in North bay, Hudson strait, Franklin.

Glave; mountain, near upper waters of Chilkat river, Cassiar district, B.C.

Glenallan; village, Wellington county, Ont. (Not Glen Allan.)

Glenbrook; post office, Glengarry county, Ont. (Not Glen Brook.)

Glencoe; island, northwest of Strathcona islands, Hudson strait, Franklin.

Glencolin; post office, Elgin county, Ont. (Not Glen Colin.)

Glenelbe; post office, Leeds county, Ont. (Not Glen Elbe.)

Glengarry; point, also Glengarry Point light-station, opposite lower end of St. Regis island, Glengarry county, Ont. (Not Stonehouse.)

Glenhuron; village, Simcoe county, Ont. (Not Glen Huron.)

Glenlyon; mountains and river. Pelly river, Yukon.

Glennevis; post office, Glengarry county, Ont. (Not Glen Nevis.)

Glenora; village, on Stikine river, below Telegraph creek, Cassiar district, B.C.

Glenroy; post office and railway station, Glengarry county, Ont. (Not Glen Roy.)

Glenwillow; post settlement, Metcalfe township, Middlesex county, Ont. (Not Glen Willow.)

Glycerine; rock, South bay, Manitoulin island, Manitoulin district, Ont.

Gnat; creek, tributary to Klondike river, Yukon.

Gnat; river, at south end of Kootenay lake, Kootenay district, B.C.

Goat. See Bow.

Goat. See Fairview.

Goat. See Teresa.

Goat Canyon; creek, tributary to Caribou creek, Kootenay district, B.C.

Goatfell; railway station, Kootenay district, B.C.

Gobeil; island, north of Coste island, Kitimat arm, Coast district, B.C.

Goble; post office, Oxford county, Ont. (Not Goble's.)

Godbout; river, Saguenay county, Que. (Not Godbret nor Goodbout.)

Goderich; town, Huron county, Ont.

Gods; lake and river, northeast of L. Winnipeg and draining into Hayes river. Keewatin.

God's Mercie; islands of, north shore of Hudson strait, Franklin. This name was also applied at one time to the island now known as "Middle Savage."

Gods Mercy; bay of, Southampton island, Hudson bay, Keewatin.

Gold; creek, tributary to Sixtymile river, Yukon.

Goldbottom; creek, branch of Hunker creek, a tributary to Klondike river, Yukon.

Golden; creek, branch of Henderson creek, north of Stewart river, Yukon.

Golden; valley, southeast of Pike bay, Bruce county, Ont.

Golden Horn; mountain, southwest of Lewes river. Yukon.

Golden Mountain (*settlement*). See Gowland Mountain.

Goldfinch; lake, upper waters of Lievre river, St. Maurice county, Que.

Gold-run; creek, tributary to Dominion creek, Indian river, Yukon.

Goldsmith; river, tributary to Driftpile river. central Alberta.

Gonzales; hill and point, east of Victoria, B.C. (Not Shotbolts.)

Goodbout. See Godbout.

Goodsir; creek and mountain, southeast of mount Vaux, Rocky mountains, Kootenay district, B.C.

Goodwin; creek, flowing east into Teslin lake, Cassiar district, B.C.

Goodwin; lake, Lorrain township, Nipissing district, Ont.

Goose; point, south shore Manitoulin island, Manitoulin district, Ont.

Goose. See Grey Goose.

Gooseberry. See Marjorie.

Goosehunting; creek, tributary to Carrot river, Sask. (Not Maple river.)

Gordon; bay, west of Chorkbak inlet, Hudson strait, Franklin. (Not Fox.)

Gordon; brook, west of Lower Arrow lake, Kootenay district, B.C.

Gordon; island, north of the Lake Fleet group, St. Lawrence river, Leeds county, Ont. (Not Citron.)

Gordon; lake, east of Linklater lake, Kenora district, Ont.

Gordon; mountain, near Stikine river, south of Telegraph creek, Cassiar district, B.C.

Gordon; mountain, northwest of mount Balfour, Rocky mountains, Alta. and B.C.

Gorge; creek, tributary to Sheep river, southern Alberta.

Gorman; lake, Brudenell township, Renfrew county, Ont.

Gough; lake, south of Battle river, Alta.

Goulbourn; post office and township, Carleton county, Ont. (Not Goulbourne.)

Goulbourne. See St. Helena.

Gould Dome; mountain, Rocky mountains, southwestern Alberta. (Not Gould's Dome.)

Gounamitz. See Gunamitz.

Gourdeau; island, north of Swede island, Thunder Bay district, Ont.

Govan; brook, Bruce harbour, Hudson strait Franklin.

GOWGANDA; lake, mining division, and post office, Nipissing district, Ont. (Not Gow Ganda.)

GOWLAND MOUNTAIN; post settlement, Albert county, N.B. (Not Golden Mountain.)

GRACE; lake, Dudley township, Haliburton county, Ont.

GRACE; lake, in Skead township, Nipissing district, Ont.

Graeme. See Pulteney.

GRAHAM; creek and inlet, west of Atlin lake, Cassiar district, B.C. (Not Taku inlet.)

Graham. See Lavigne.

Graisse, riviere a la. See Rigaud.

Grampus. See Mosher.

GRAND; glacier and mountain, southeast of Purity range, Selkirk mountains, Kootenay district, B.C.

GRAND; point and reef, Brulé bay, Thunder Bay district, Ont. (Not Brulé.)

Grand. See Black.

Grand. See De Salaberry.

Grand. See Dumoine.

Grand. See Kelvin.

Grand. See Shubenacadie.

GRANDE; anse, Gaspé county, Que. (Not Grand.)

GRANDE-ANSE; post village, Gloucester county, N.B. (Not Grand Anse.)

Grande Batture. See Leonard.

Grande Ile aux Erables. See Beaujeu.

GRAND ETANG; town, Inverness county, N.S. (Not Grande Etang.)

Grand Lac du Commissaires. See Thirty-one-mile

Grand Lake Jacques Cartier. See Jacques Cartier.

GRAND LAKE VICTORIA; upper waters of Ottawa river, Pontiac county, Que.

GRAND MANAN; island, Charlotte county, N.B. (Not Menan.)

Grand Manitoulin. See Manitoulin.

Grand Rustico. See North Rustico.

GRAND VALLEY; creek, tributary to Bow river, Alta.

GRANGER; mountain, west of Coal lake, southern Yukon.

GRANITE; creek, flowing into Quiet lake, southeastern Yukon.

GRANITE; creek, tributary to Caribou creek, Kootenay district, B.C.

GRANITE CREEK; post office, on creek of same name, southeast of Tulameen, Yale district, B.C.

GRANITE; lake, west of Smoothrock lake, Thunder Bay district, Ont.

GRANITE; point, northwesterly extremity of Quadra island, Coast district, B.C.

GRANT; peak, Hermit range, Selkirk mountains, Kootenay district, B.C.

GRANT; point, southwest point of Maitland island, Coast district, B.C.

Grant. See Dunn.

GRANT CORNERS; post office, Glengarry county, Ont. (Not Grant's Corners.)

GRANTHAM; shoals, southeast of Todman reef, Manitoulin island, Manitoulin district, Ont.

Grant Land. See Ellesmere.

GRANVILLE; lake, on Churchill river, Keewatin. (Not Grenvelle.)

GRAPE; island, in Muscote bay, northeast of Huff island, bay of Quinte, Prince Edward county, Ont.

Grape. See Rose.

GRASETT; railway station and township, Algoma district, Ont. (Not Grassett.)

GRASS; river, tributary to Nelson river, Keewatin and Sask.

Grass. See Kiskitto.

Grass. See Rose.

Grassey's Corners. See Grassie.

GRASSHOPPER; mountain, north of Tulameen river, Yale district, B.C.

GRASSIE; village, Lincoln county, Ont. (Not Grassies nor Grassey's Corners.)

GRASSY; point, in northeastern portion of Sophiasburg township, Prince Edward county, Ont.

Grassy. See Caldwell.

Grassy River lake. See Stanawan.

GRATTON CORNERS; post office, Prescott county, Ont. (Not Grattan Corner nor Gratton's Corner.)

Grave. See Wapiabi.

GRAVEL; point, on eastern side of Great Duck island, Manitoulin district, Ont.

GRAVEL; river, tributary to Mackenzie river, N.W.T.

GRAY; mountain, north of Bennett lake, Yukon.

GRAY; strait, at eastern entrance to Hudson strait, Ungava.

GRAYS; creek, flowing into Crawford bay, Kootenay lake, Kootenay district, B.C. (Not Greys.)

GRAY WOLF; mountain, north of the Valhalla mountains, Kootenay district, B.C.

Great. See Hamilton.

GREAT BEAR; lake and river, Mackenzie, N.W.T. (Not Bear nor Great Bear Lake river.)

Great Bear Sand hills. See Wapawekka.

GREAT BEAVER; lake, at headwaters of St. Maurice river, Champlain county, Que.

Great Bishop Roggan. See Roggan.

Great Black. See Hecla.

Great Bras d'Or. See Bras d'Or.

GREAT DUCK; island, the largest of the Duck island group, Manitoulin district, Ont.

Great Fish. See Backs.

Great Metis. See Metis.

Great Opeongo. See Opeongo.

Great Shemogue. See Shemogue.

Great Tusket. See Tusket.

GREECE POINT, post village, Argenteuil county, Que. (Not Græca Point nor Greece's Point.)

GREEN; creek, branch of Sulphur creek, Indian river, Yukon.

GREEN; mountain, southwest of Ross peak, Selkirk mountains, Kootenay district, B.C.

GREEN; point, northeast extremity of Sophiasburg township, Prince Edward county, Ont.

GREEN; point, north of Inner Duck island, Manitoulin district, Ont.

Green. See Victoria.

GREENAN; lake, Jones township, Renfrew county, Ont. (Not Greenan's.)

GREENBUSH; lake, southeast of lake St. Joseph, Thunder Bay district, Ont.

Green Cove. See Port Maitland.

GREENE; island, northwest of Western Duck island, Manitoulin district, Ont. (Not Green's.)

GREENE ISLAND: harbour, Manitoulin island, Manitoulin district, Ont.

GREENFIELD; shoal, south of Turning island, at entrance to Georgian bay, Bruce county, Ont.

GREENOUGH; bank, harbour, and point, southeast of Pine Tree harbour, Bruce county, Ont.

GREEN POINT; post settlement and railway station, Gloucester county, N.B.

GREENS; glacier, in the Selkirk mountains, Kootenay district, B.C. (Not Green's.)

Green's. See Terminal.

GREENSHIELDS; lake, on Severn river, Keewatin.

GREENWOOD LAND; at head of Frobisher bay, Franklin. (Not Greenwood's.)

Green Valley. See Verte-Vallée.

GREGG; creek and lake, between Athabaska and Baptiste rivers, Alta. (Not Lower White Fish.)

GREGORY; island, northeast of Doctor island, St. Peters inlet, Richmond county, N.S. (Not Freestone islet.)

GRENADIER; island, in St. Lawrence river, Leeds county, Ont. (Not Bathurst.)

Grenvelle. See Granville.

GREY; island, north of Edward island and south of entrance to Black bay, Thunder Bay district, Ont.

GREY GOOSE; island, opposite the mouth of Big river, James bay, Ungava. (Not Goose.)

Greys. See Grays.

GRIBBELL; island, between Ursula channel and Verney passage, Coast district, B.C.

GRIFFIN; bay, southwest shore Frobisher bay, Franklin.

GRIMROSS; islands, in St. John river, Queens county, N.B. (Not Grimrose.)

GRIMSTHORPE; lake, Grimsthorpe township, Hastings county, Ont. (Not Wolf.)

GRINDSTONE; lake, Redditt township, Kenora district, Ont.

GRINNELL; glacier, southwest shore of Frobisher bay, Franklin.

GRINNELL; peninsula, northwesterly portion of Devon island, Franklin. (Not Grinnell Land.)

Grinnell Land. See Ellesmere.

GRIZZLY: bluff, near the mouth of Teslin river, Yukon. (Not Grizzly Bear Bluff.)

GRIZZLY; mountain, in the Selkirks, Kootenay district, B.C.

GROG; island, in Batteau channel, north of Howe island, St. Lawrence river, Frontenac county, Ont.

Groswater. See Melville.

GROVE; island, northeast of Huff island, bay of Quinte, Prince Edward county, Ont.

GRUNDY; creek, east of Kootenay river, north of Steele, Kootenay district, B.C.

GRYPHON; lake, southwest of Wall-eye lake, Kenora district, Ont.

GUANO; rock, southwest of Dead island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

GUARD; island, Southgate group, Queen Charlotte sound, Coast district, B.C.

Guard. See Gurd.

Guide. See De Watteville.

GULL; lake, east of Pelly lakes, Yukon.

Gull. See Barbara.

Gull. See Cavalier.

Gull. See Ella.

Gull. See Kaiashk.

Gull. See Mississagua.

Gun; lake north of Nahlin river, Cassiar district, B.C.

Gunamitz; river, tributary to Restigouche river, N.B. (Not Gounamitz, nor Little Fork.)

Gunliffe. See Cunliffe.

Gullrock; lake, southeast of Red lake. Keewatin. (Not Gull Rock.)

Gunn; point, south of Douglas point, Bruce county, Ont.

Gunter; lake, Cashel township, Hastings county, Ont. (Not Gunter's.)

Gustavus; mountains, between Mayo lake and the valleys of Ladue and McQuesten rivers, Yukon.

Guysborough; county and town, N.S. (Not Guysboro.)

Gyrfalcon; islands, south coast Ungava bay, Ungava.

Gurd; island, Kitkatlah inlet, Coast district, B.C. (Not Guard.)

Gzowski; lake, north of N.T. Ry. and east of Robinson lake. Thunder Bay district, Ont.

H

Habel; mountain, southwest of mount Collie, Rocky mountains, Kootenay district, B.C. (Not Hidden.)

Habitants. See Inhabitants.

Hackett; cove, also Hackett Cove village, east shore of St. Margaret bay, Halifax county, N.S. (Not Hackett's Cove village, nor Haggert cove.)

Hackett; river, tributary to Sheslay river, Cassiar district, B.C.

Haeckel; hill, near the confluence of Lewes and Takhini rivers, Yukon.

Hagerman; post village, York county, Ont. (Not Hagerman's Corners.)

Haggart; creek, tributary to Johnston creek, McQuesten river, Yukon.

Haggert. See Hackett.

Ha Ha; bay, lake, and river, Chicoutimi county, Que. (Not Bay Ha Ha, nor Baie des Ha Ha.)

Haileybury; town, Nipissing district, Ont.

Hair. See Nechigona.

Hair Cutting; lake and river, at headwaters of St. Maurice river, Champlain county, Que.

Halcro; mountain peak, east shore of Atlin lake, Cassiar district, B.C.

Halcyon; mountain and post office, east of Upper Arrow lake, Kootenay district, B.C. (Not Halcyon Hot Springs post office.)

Haldane; mountain, near Mayo brook, Stewart river, Yukon.

Hale; creek, near south end of Taku arm of Tagish lake, Cassiar district, B.C.

Haliburton; lake, Harburn township, Haliburton county, Ont.

Hall; brook, harbour, and point. Kings county, N.S. (Not Hall's.)

Hall Harbour; post office, Kings county, N.S. (Not Hall's Harbour.)

Hall; lake, northwest of Cliff lake, Kenora district, Ont.

Hall; lake and river, west of Teslin lake, Cassiar district, B.C. and Yukon. (Not North river.)

Hall; mountain, west of Upper Arrow lake, Kootenay district, B.C.

Hall; peninsula, in the southeastern portion of the district of Franklin.

Hallett; lake, on trail between Cheslatta and Fraser lakes, Cariboo district, B.C.

Halsey; point, at the entrance to Douglas channel, Coast district, B.C.

Halsted; islet, Shushartie bay, Goletas channel, northerly coast of Vancouver island, B.C. (Not Halstead.)

Hambly; island, Navy group, St. Lawrence river, Leeds county, Ont. (Not Humbly.)

Hamilton; island, in Ottawa river, Prescott county, Ont. (Not Great nor Large.)

Hamilton. See Rough.

Hammond; point, east of Jenkins point, Manitoulin island, Manitoulin district, Ont.

Hanbury; peak, east of mount Vaux, Rocky mountains, Kootenay district, B.C.

Hancock; hills, east of lake Laberge, Yukon.

Hanging Hide. See Leather.

Hanna; bank, south of Dokis island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Hannah; bay, south end of James bay, Nipissing district, Ont.

Hannah Bay river. See Harricanaw.

Hannah; lake, east of South bay, L. Nipigon, Thunder Bay district, Ont.

Hannah; point, South bay, Manitoulin district, Ont.

Hansen; lake, east of Kootenay river, north of Steele, Kootenay district, B.C.

Harbour; lake, west of Blind bay, Halifax county, N.S. (Not Black Duck Run.)

Hardwood Plains. See Harwood Plains.

Harbour. See Rawson.

Harbour de Lute. See Loutre.

Harmony; river, emptying into Harmony bay, east end of L. Superior, Algoma district, Ont. (Not Chippewa nor Harmonie.)

Harmony. See Jones.

Harold; mountain, on lower part of Stikine river, Cassiar district, B.C.

Harper; mountain, in the Ogilvie range, north of Klondike river, Yukon.

Harper Corners; post office, Wentworth county, Ont. (Not Harper's Corners.)

Harricanaw; river, emptying into Hannah bay (south end of James bay), Nipissing district, Ont. and Abitibi district, Que. (Not Hannah Bay river.)

Harrington; post office, Oxford county, Ont. (Not Harrington West.)

Harrington West. See Harrington.

Harris; creek, branch of Ophir creek, Indian river, Yukon.

Harris; lake, southwest of Manitou lake, Kenora district, Ont.

Harris; lake, southwest of Savant lake, Thunder Bay district, Ont.

Harris; point, Lambton county, Ont. (Not Blue.)

Harrison; post office, Stormont county, Ont. (Not Harrison's Corners.)

Harrison Corners. See Harrison.

Harry; lake, Lawrence township, Haliburton county, Ont. (Not Harry's.)

Hart; mountain, near Sixtymile river, southwest erly from Dawson, Yukon.

Hartz: creek, tributary to Tahltan river, Cassiar district, B.C.

Harvey; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Gibraltar.)

Harwood Plains; post office, Carleton county, Ont. (Not Hardwood Plains.)

Haskin; creek, tributary to Ottertail river, Rocky mountains, Kootenay district, B.C.

Hâsler; a peak of mount Dawson, Selkirk mountains, Kootenay district, B.C.

Hastings; county, and town in Northumberland county, Ont.

Hatchau; lake, Hackett river, Cassiar district, B.C (Not Macha.)

Hatin; lake, near upper part of Koshin river, Cassiar district, B.C.

Hatton; headland, at south end Resolution island, Franklin. (Not Cape Best.)

Haven; cape, Clements Land, Franklin. (Not Siggia.)

Haven; creek, flowing into the Saskatchewan, below Bighorn river, central Alberta.

Hawk; lake, and railway station, Kenora district, Ont.

Hawk Cliff; lake, west of Eagle lake, Kenora district, Ont.

Hawkesbury; island, north of Princess Royal and Gribbell islands, Coast district, B.C.

Hawkrock. See Keikewabik.

Hawtrey; town, Oxford county, Ont. (Not Hawtry.)

Hay; lake, Sabine township, Nipissing district, Ont.

Hay. See Dobbs.

Hay. See Melville.

Hayes; peak and river, west of Teslin lake, Cassiar district, B.C.

Hayes; river, southeast of Nelson river, Keewatin. (Not Hay's, Hill, Steel, nor Trout.) This name is now applied to the whole river from the source of the Echimamish to Hudson bay.

Hays; cove, southwest of Ritchie point, Kaien island, Coast district, B.C.

Hays; mountain, on Kaien island, east of Prince Rupert harbour, Coast district, B.C. (Not Oldfield.) Previous decision revised.

Hays. See Ritchie.

Haystack; mountain, northeast of Windigo bay, L. Nipigon, Thunder Bay district, Ont.

Hazel. See Aberdeen.

Hazelton; town, at confluence of Bulkley and Skeena rivers, Cassiar district, B.C.

Head of Jordan River. See Jordan river.

Head of St. Peter's Bay. See St. Peter.

Healy; lake, south of Kusawa lake, Yukon.

Heart; creek, east of Lower Arrow lake, Kootenay district, B.C.

Heart; mountains, east of Sheslay river, Cassiar district, B.C.

Heathcote; lake, northwest of Barrington lake, Thunder Bay district, Ont.

Hebden; brook, flowing into Donorwic lake, Kenora district, Ont. (Not Hebden's.)

Hebert. See Bear.

Hecate; channel, connecting Esperanza inlet with Tahsis canal, Vancouver I., B.C.

Hecate; strait, between Queen Charlotte islands and the mainland, Coast district, B.C.

Hecate. See Raymond.

Hecla; island, in southern part of L. Winnipeg, Man. (Not Big, Big Black, nor Great Black.)

Hector; island, north shore of Hudson strait Franklin. (Not Khartum.)

Hector; lake, west of Manitou lake, Kenora district, Ont. (Not Large Trout.)

Hector; lake and mountain, Alta. (Not Bow lake nor Lower Bow lake.)

Hector; railway station, Kootenay district, B.C.

Height-of-land; lake, northeast of Mattagami lake, Abitibi district, Que.

Heimdal; a spur of the Valhalla mountains Kootenay district, B.C.

Hela; a peak of the Valhalla mountains, Kootenay district, B.C.

Helen; lake, at headwaters of Bow river, Alberta.

Helen; lake, north of Nipigon, Thunder Bay district, Ont.

Helen; point, Douglas channel, near Kitkiata, Coast district, B.C.

Helmet; mountain, southeast of mount Goodsir Rocky mountains, Kootenay district, B.C.

Hemlock. See Mackay.

Henderson; creek, tributary to Yukon river, below Stewart river, Yukon.

Henderson; harbour, south of Crooks inlet, Hudson strait, Franklin.

Henderson; lake, north of Uchucklesit harbour, Barkley sound, Vancouver island, B.C. (Not Anderson.)

Hendon; river, tributary to Kusawa river, Cassiar district, B.C. and Yukon.

Hennigar; brook and post village, Hants county, N.S. (Not Weir or Hennigar brook, Joshua Hennigar brook, nor Northfield village.)

Henning; mountain, at headwaters of Coquihalla river, Yale district, B.C.

Henrietta; creek, tributary to Last-chance creek, a branch of Hunker creek, Yukon.

Henry Corners; post office, Lambton county, Ont. (Not Henry's Corners.)

Hensley; bay, south shore of Manitoulin island, Manitoulin district, Ont.

Herb. See Wekusko.

Herbert Corners; post office, Carleton county, Ont. (Not Herbert's Corners.)

Hermit; glacier, mountain, and range of mountains, in the Selkirks, Kootenay district, B.C.

Heron. See Mirond.

Herschell; island, west of Cockburn island and northeast of Kitchener island, Manitoulin district, Ont.

Hess; river, tributary to Stewart river, Yukon.

Hester; creek, branch of Hunker creek, Yukon.

Hewson. See Hughson.

Hibben; island, between Inskip and Moore channels, Moresby island, Queen Charlotte group, Coast district, B.C. (Not Kuper.)

Hickey; island, between Collier and Stave islands, Navy group, St. Lawrence river, Leeds county, Ont. (Not Smoke.)

Hidden. See Habel.

High. See Emma.

High. See Highwood.

High Fall; creek, tributary to Koksoak river, Ungava.

Highpound. See Buffalo Pound.

Highstone; lake, north of Stranger lake, Kenora district, Ont.

Highview; post office, south of Broadview, Sask. (Not High View.)

Highwood; river, tributary to Bow river, Alta. (Not High.)

Hilda; a peak of the Valkyr mountains, Kootenay district, B.C.

Hill; cove, northeast of Prince Rupert, Coast district, B.C.

Hill; island, southwest of Rockport, St. Lawrence river, Leeds county, Ont. (Not Leroux.)

Hill; lake, east of Kakagi lake, Kenora district, Ont.

Hill; lake, on Minago river, Keewatin.

Hill. See Hayes.

Hillfarm; post office, north of Wolseley, Sask. (Not Hill Farm.)

Hillhead; village, Argenteuil county, Que. (Not Hill Head.)

Hinchinbrook; township, Huntingdon county, Que. (Not Hinchinbrooke.)

Hinton; mountain, Gustavus group, Yukon.

Hippa; island, west of Graham island, Queen Charlotte islands, Coast district, B.C. (Not Nesto.)

Hitchcock; creek, flowing east into Teslin lake, Cassiar district, B.C.

Hobson; island, in Mahone bay, Lunenburg county, N.S. (Not Hobson's Nose.)

Hockstall. See Ecstall.

Hoder; creek, tributary to Little Slocan river, Kootenay district, B.C.

Hodgins; lake, south of L. Seul, Kenora district, Ont.

Hodnett; mountain, northwest of the "big bend" of Wheaton river, southern Yukon.

Hoffmann; mountain, on south branch of Sheep river, southern Alberta.

Hog See Camelot.

Hog. See McDonald.

Hog. See O'Neil.

Hogarth. See Cumberland.

Hogg; creek, tributary to Moyie river, Kootenay district, B.C.

Hoggan; lake, near Dodd narrows, east coast of Vancouver island, B.C.

Hole. See Wanipigow.

Holland; bank, Oyster harbour, east coast of Vancouver island, B.C.

Holland. See Cascumpeque.

Holmes. See Home.

Homan; river, discharging into Bennett lake, Cassiar district, B.C.

Home; bay, in northern end of Princess Royal island, Coast district, B.C. (Not Holme's).

Home; island, Coronation gulf, Mackenzie, N.W.T. (Not Sir E. Home's.)

Hoodoo; valley, near Leanchoil, Kootenay district, B.C.

Hooker; pass, at the head of St. Mary river, Kootenay district, B.C.

Hoole; canyon and river, upper part of Pelly river, Yukon.

Hooper; island, off the southeast side of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Hooper's.)

Hoople; creek, flowing into the St. Lawrence, at Dickinson Landing, Stormont county, Ont. (Not Hoople's, Hoopole, nor Hoopple.)

Hootalinqua. See Teslin.

Hopes Advance; bay, west coast of Ungava bay, Ungava.

Hopes Advance; cape, south shore of Hudson strait, Ungava. (Not Cape of Hopes Advance nor Prince Henry Foreland.)

Hopewell Corner. See Albert.

Hopkins; bay and point, east of Baptist island, Bruce county, Ont.

Hopkins; lake, southeast of Aishihik lake, Yukon.

Hopkins; point, Devastation channel, Coast district, B.C.

Horn; cape, east side of Upper Arrow lake, Kootenay district, B.C.

Horn. See Beatrice.

Horse; creek, tributary to Bow river, Alta.

Horse; point, in eastern part of Ameliasburg township, Prince Edward county, Ont.

Horseshoe; bay, west side of Great Duck island, Manitoulin district, Ont.

Horseshoe; glacier, south of mount Lefroy, Alta.

Horseshoe; island, west of Wolf island, Frontenac county, Ont. (Not Horse Shoe.)

Horse Shoe. See Chemainus.

Horsfall; island, between Campbell and Dufferin islands, Coast district, B.C.

Horswell; channel, northern approach to Departure bay, east coast of Vancouver island, B.C. (Not Inner.)

Horton; creek, tributary to Pelly river, between Hoole and Ketza rivers, Yukon.

Horton; point, north of Kincardine, Bruce county, Ont.

Hosier; river, flowing into east side of St. Margaret bay, Halifax county, N.S. (Not Osier.)

Hotailuh; mountains, between Stikine and Tanzilla rivers, Cassiar district, B.C.

Houghton; lake, southwest of Kashaweogama lake, Thunder Bay district, Ont.

Hourglass; lake, west of Hodgins lake, Kenora district, Ont.

House; mountain, between Driftpile and Inverness rivers, south of Lesser Slave lake, central Alberta.

House. See Howse.

Houston. See Houstoun.

Houston. See Hughson.

Houstoun; passage, between Admiral, Kuper and Narrow islands, strait of Georgia, New Westminster district, B.C. (Not Houston.)

Howe; island, St. Lawrence river, Frontenac county, Ont.

Howse; pass, Rocky mountains, Alta. and Kootenay district, B.C. (Not House.)

Hubbard Cove; village, Halifax county, N.S. (Not Hubbard's Cove.)

Hubbards; village, Halifax county, N.S. (Not Hubbards Cove.) Previous decision revised.

Huber; mountain, near mount Victoria, Rocky mountains, Kootenay district, B.C.

Hubley; cove, St. Margaret bay, also lake and railway station, Halifax county, N.S. (Not Hubly.)

Hubly. See Hubley.

Huckleberry. See Mile.

Huckstall. See Ecstall.

Hudson; bay and strait. (Not Hudson's.)

Huff; island, in Muscote bay, bay of Quinte, Prince Edward county, Ont. (Not Huff's.)

Hugh; mountain, east of lake Evans, Abitibi district, Que.

Hughes; brook, flowing into Barritt bay, Eagle lake, Kenora district, Ont. (Not Hughes creek.)

Hughes; range of mountains, east of Kootenay river, Kootenay district, B.C.

Hughson; bay, east of Providence bay, Manitoulin island, Manitoulin district, Ont. (Not Hewson, Housten, nor Husten.)

Humber; bay, railway station, river, and village, also Humber Bay, P.O. and summer resort, York county, Ont. (Not Clairville village.)

Humbly. See Hambly.

Humboldt; bay, east shore of L. Nipigon, Thunder bay district, Ont.

Humboldt; electoral district, post office, and railway station, Sask. (Not Humbolt station.)

Hungabee; glacier and mountain, Bow range, Alta. and Kootenay district, B.C.

Hungerford; point, on the southern portion of Manitoulin island, Ont.

Hungry; bay, northeast side of Big bay, bay of Quinte, Ont.

Hungry; peak, at head of St. Mary river, Kootenay district, B.C.

Hunker; creek, tributary to Klondike river, Yukon.

Huns Valley; village, Macdonald electoral district, Man. (Not Hun's Valley.)

Hunter; mountain, north of Palliser station, Kootenay district, B.C.

Huntress; reef, southwest of Johnston point, Bruce county, Ont.

Hurd; cape, most westerly point of Bruce county, Ont. Cape Hurd channel is west of the cape.

Hurd; mountain and pass, in the Ottertail range of the Rockies, Kootenay district, B.C.

Hurdman; post office, Carleton county, Ont. (Not Hurdman's Bridge.)

Hurdman's Bridge. See Hurdman.

Huron; river, flowing into Chambly basin, Richelieu river, Rouville county, Que. (Not Marieville creek.) Authorized French form, rivière des Hurons.

Hurricane; river, tributary to Nakina river, Cassiar district, B.C.

Husten. See Hughson.

Hutchinson; post office, Middlesex, county, Ont. (Not Hutchison.)

Hutchison; creek, flowing from Bowden lake to Wabigoon river, Kenora district, Ont.

Hutchison; creek, emptying into the east side of Lower Arrow lake, Kootenay district, B.C.

Hutchison. See Hutchinson.

Hutshi; lakes, west of lake Laberge, Yukon.

Hutshiku; bluff, on Lewes river, below Rink rapid, Yukon.

Hutsigola; lake, south of Teslin lake, Cassiar district, B.C. (Not Hutsigula.)

Huxstall. See Ecstall.

Hyland; hill, east of Hutsigola lake, Cassiar district, B.C.

Hyndman; bay, at southwestern end of Cockburn island, Manitoulin district, Ont. (Not Sand.)

I

Icarus; point, Nanoose harbour, east coast of Vancouver island, B.C.

Ice; portage, on the lower part of Nottaway river, below Kitchigama river, Que.

Ice; river, tributary to Beaverfoot river, Kootenay district, B.C.

Ice-cap; mountain, on lower part of Stikine river Cassiar district, B.C. (Not Ice-capped.)

Icelandic; river, emptying into lake Winnipeg, Man. (Not Icelanders.)

Ichimanicuagon. See Ishimanikuagan.

Icy; cove, east of North bay, Hudson strait, Franklin.

Ikeda; bay, southeast of Skincuttle inlet entrance, southeast coast of Morseby island, Queen Charlotte group, Coast district, B.C.

Ile-aux-Noix; post office, St. Johns county, Que. (Not Isle aux Noix.)

Ile-Perrot; post office, Vaudreuil county, Que. (Not Isle Perrot.)

Iles de Bois. See Morris.

Illecillewaet; glacier, mining division, river, and town, Kootenay district, B.C. (Not Illicilliwaet, Illecilliwaet, nor Illicillewaet.)

Illes; brook, emptying into Frances lake, Yukon. (Not Il-es-too-a.)

Imperieuse; rock, Nanoose harbour, east coast of Vancouver island, B.C.

Incomappleux; river, emptying into Upper Arrow lake, Kootenay district, B.C. (Not Fish.)

Independence; creek, tributary to Stewart river, Yukon.

Indian; brook, flowing into St. Ann bay, Victoria county, N.S.

Indian; harbour, point, and reef, south of Fitzwilliam island, Manitoulin district, Ont.

Indian; island, northeast of Murray canal entrance to the bay of Quinte, Prince Edward county, Ont.

Indian; river, tributary to Yukon river, south of Klondike river, Yukon.

Indian. See Dares.

Indian. See Longspell.

Indian. See Pleasant.

Indian. See Southern Indian.

Indian Pear Island lake. See Saskeram.

INGALL; island, south of Whitney point, St. Lawrence river, Leeds county, Ont. (Not Shoemaker.)

INGALL; lake, southwest of Wabigoon lake, Kenora district, Ont.

Inganish. See Ingonish.

INGERSOLL; mountain, west of Columbia river, Kootenay district, B.C.

INGONISH; bay, river, and town, Victoria county, N.S. (Not Inganish nor Niganishe.)

Ingraham. See Louis.

INGRAM; mountain, north of Kusawa lake, Yukon.

INHABITANTS; river, Richmond county, N.S. (Not Habitants.)

INKLIN; river, tributary to Taku river, Cassiar district, B.C.

INKSTER; rock, at S. Baymouth, Manitoulin island, Manitoulin district, Ont.

INLIN; brook, tributary to lower Gravel river, Mackenzie, N.W.T.

Innarulligang. See East Bluff.

Inner. See Horswell.

INNER DUCK; island, northeastern island of the Duck island group, Manitoulin district, Ont.

INONOAKLIN; creek, west of Lower Arrow lake, Kootenay district, B.C. (Not Sanderson.)

Insulated. See Isolated.

INUKSHILIGALUK; point, south coast Ungava bay, Ungava. (Not Big Rock.)

INUKSHUKTUYUK; point, south coast Ungava bay, Ungava. (Not Beacon.)

INVERHURON; bay and village, Bruce county, Ont.

INVERNESS; passage, between Porpoise harbour and Skeena river, Coast district, B.C. (Not North Skeena.)

INVERNESS; river, tributary to Swan river, south of Lesser Slave lake, central Alberta.

IOSEGUN; lake and river, tributary to Little Smoky river, Alta. (Not Attim Segoun nor Io-se-gun.)

Ipperwash. See Kettle.

IRELAND; township, Megantic county, Quebec.

IRISHMAN; creek, tributary to Moyie river, Kootenay district, B.C.

IRVING; bay, Crooks inlet, Hudson strait, Franklin.

ISAAC HARBOUR; town, Guysborough county, N.S. (Not Isaac's Harbour.)

ISABELLA; lake, northeast of Peyto lake, Alta.

ISERHOFF; river, emptying into Waswanipi lake, Abitibi district, Que.

ISHIMANIKUAGAN; lake, Saguenay county, Que. (Not Ichimanicuagan nor Ishimanicougan.)

ISKWATIKAN; lake, north of lac LaRonge, central Saskatchewan.

ISLAND; lake, northeast of L. Winnipeg, and draining into Hayes river, Keewatin.

Island. See Ashby.

Island. See Mattawagosik.

Island. See Trade.

Island lake. See Isle lake.

ISLANDS; lake of, southeast of Abitibi lake, Pontiac county, Que.

ISLE; lake, west of St. Ann, Alta. (Not Island lake.)

Isle of coves. See Cove.

ISLET; point, southwesterly extremity of Sonora island, Coast district, B.C.

Isnor. See Eisner.

ISOLATED; peak, at head of Yoho valley, Rocky mountains, Kootenay district, B.C. (Not Insulated nor Lonely.)

Ithenotosquan. See Elbow.

ITSI; lakes on Ross river, also mountains between Macmillan and Ross rivers, Yukon.

ITTIMENOKTOK; cape, east shore of Ungava bay, Ungava.

IVAN; point, Manitoulin island, east of Burnt island, Manitoulin district, Ont.

J

JACK; lake, Burleigh township, Peterborough county, Ont. (Not Jack's.)

JACK; point, at south entrance to Nanaimo, Vancouver I., B.C. (Not Jack's nor Sharp.)

JACKHEAD; island, lake, and river, north of Fisher bay, lake Winnipeg, Man (Not Jack-Head.)

Jackman. See Pritzler.

JACKSON; mountain, south of Tulameen, Yale district, B.C.

Jackson. See Robertson.

JACKSTRAW; island, west of Gordon island, St. Lawrence river, Leeds county, Ont.

JACKSTRAW; lighthouse and shoal, St. Lawrence river, west of Gananoque, Leeds county, Ont. (Not Jack Straw.)

JACOB; creek, tributary to Bow river, Alta.

JACOB; island, at entrance to Rupert bay, James bay, Ungava. (Not Wood.)

JACQUES CARTIER; lake and river, Montmorency county, Que. (Not Grand Lake Jacques Cartier.)

JAMES; cape, north shore of Hudson strait, Franklin.

JAMES; island and reef, between Fitzwilliam and Yeo islands, Georgian bay, Manitoulin district, Ont.

James Ross. See Ross.

JAMIESON; lake, Dungannon township, Hastings county, Ont. (Not Jamieson's.)

Jamieson's. See Egan.

JANET; lake, between Stewart river and Mayo brook, Yukon.

JANVRIN; island, and Janvrin Harbour post office, Richmond county, N.S. (Not Jauvrin's.)

JARVIS; bay, island, point, river, and rock, Thunder Bay district, Ont. (Not Turtle point.)

JARVIS; lake, between Athabaska and Baptiste rivers, Alta. (Not Upper White Fish.)

Jauvrin's. See Janvrin.

JAY; lake, Pettypiece township, Kenora district, Ont.

JEAN; lake, southeast of L. Nipigon, Thunder Bay district, Ont.

Jean de Terre. See Gens de Terre.

JEANNETTE; creek, post office, and railway station, Kent county, Ont. (Not Jeannette's creek nor Jeannette's Creek, P.O.)

JEAN-PIERRE; bay and point, southwest of Sturgeon bay, north shore of L. Superior, Thunder Bay district, Ont.

JENKINS; point, east of Providence bay, Manitoulin island, Manitoulin district, Ont.

JENNIE GRAHAM; shoal, the most southerly shoal off Great Duck island, Manitoulin district, Ont.

JENNINGS; river, emptying into southern portion of Teslin lake, Cassiar district, B.C. (Not Fifteenmile.)

JENSEN; creek, tributary to Dominion creek, Indian river, Yukon.

JESSIE; lake, Purdom township, Thunder Bay district, Ont.

Jesup Land. See Ellesmere.

JIM; creek, tributary to Yukon river, below Indian river, Yukon.

JOAN; point, near Dodd narrows, east coast of Vancouver island, B.C.

JOASSA; channel, between Dufferin and Horsfall islands, Coast district, B.C.

JOCKVALE; post office, Carleton county, Ont. (Not Jock Vale.)

JOEL; river, tributary to Klondike river, Yukon.

JOGGINS; village, Cumberland county, N.S. (Not Joggin Mines, South Joggins, nor South Joggings.)

JOHN; lake, northeast of Silver lake, Kenora district, Ont.

JOHN; lake, below Itsi lakes, Ross river, Yukon.

JOHN; river, also River John post office, Pictou county, N.S.

Johnny. See Johnson.

JOHNSON; bay, in north side of Howe island, St. Lawrence river, Frontenac county, Ont. (Not Johnston.)

JOHNSON; lake, Havelock township, Haliburton county, Ont. (Not Johnson's.)

JOHNSON; lake and railway station, southeast of Latchford, Nipissing district, Ont. (Not Johnny lake nor Johnston station.)

JOHNSON; range of mountains, between Atlin lake and O'Donnel river, Cassiar district, B.C.

JOHNSTON; creek, tributary to McQuesten river, Yukon.

JOHNSTON; creek, west of Lower Arrow lake, Kootenay district, B.C.

JOHNSTON; harbour and point, southeast of Porcupine point, Bruce county, Ont.

JOHNSTON CORNERS; post office, Carleton county, Ont. (Not Johnston's Corners nor Johnstone's Corners.)

JOJO; lake, north of L. Nipigon, Thunder Bay district, Ont.

JOLICŒUR; village, Westmorland county, N.B. (Not Jolicure.)

JOLI HEAD; headland, Queens county, N.S. (Not Jolie Head.)

JONES; creek, emptying into Batchawana bay, east end of L. Superior, Algoma district, Ont. (Not Harmony river.)

JONES; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

JONES; shoal, south of Labrador reef and southwesterly from Belanger point, Manitoulin district, Ont.

JORDAN; lake and river, Hastings county, Ont.

JORDAN; river, flowing into Frobisher bay, Franklin.

JORDAN; river, tributary to Columbia river, near Revelstoke, Kootenay district, B.C.

JORDAN HARBOUR; post office, Lincoln county, Ont. (Not Jordan Harbor.)

JORDAN RIVER; village, Shelburne county, N.S. (Not Head of Jordan River.)

JORKINS; point, at southeast entrance to Finlayson channel, Coast district, B.C. (Not Dawkins.)

JOSEPH; creek, tributary to St. Mary river, Kootenay district, B.C.

Joshua Hennigar. See Hennigar.

JOUBERT; island, south of Cascade point, Soulanges county, Que. (Not Round.)

Joy; bay, south shore of Hudson strait, Ungava.

Joy; mountain, between Hess and Lansing rivers, Yukon.

Jubilee; island, north shore of Hudson strait, Franklin.

Jubilee: mountain, near north end of Atlin lake, Yukon.

Julian; point, east of Chorkbak inlet, north shore of Hudson strait, Franklin.

Jumping Deer; creek, tributary to Qu'Appelle river, Sask. (Not Jumpingdeer.)

Jumpingpound; creek, tributary to Bow river, Alta. (Not Jumping Pond.)

Junction; mountain, on south branch of Sheep river, southern Alberta.

Junnusuksoak; inlet, east shore of Ungava bay, Ungava.

Juno; point, south of Pine Tree harbour, Bruce county, Ont.

Jupiter; river, south side of Anticosti island, Saguenay county, Que. (Not Observation.)

Jupiter. See Shallop.

K

Kabaguskki; lake, south of Sasakwei lake, Kenora district, Ont. (Not Mud.)

Kabakwa; lake, Stanhope township, Haliburton county, Ont. (Not Kah-bah-bah-quah.)

Kabania; lake, west of Attawapiskat lake, Keewatin.

Kabikwabik; lake, south of Minnitaki lake, Kenora district, Ont. (Not Kabikwab nor Kapikwabikok.)

Kabistachuan; bay, in the southern portion of Mistassini lake, Mistassini district, Que. (Not Cabistachuan.)

Kabitotikwia; lake and river, draining into Kaiashk bay, L. Nipigon, Thunder Bay district, Ont. (Not Kabitotiquia.)

Kabitotiquia. See Kabitotikwia.

Kabitustigweiak. See Butler.

Kabona; lake, south of Matchimanito lake, Abitibi district, Que.

Kagianagami; lake, north of Ogoki river, Thunder Bay district, Ont.

Kag-ish-a-bog-a-mog. See Kasshabog.

Kagiwiosa; lake, east of Dinorwic lake, Kenora district, Ont.

Kaha; creek, tributary to Koshin river, Cassiar district, B.C. (Not Kahak.)

Kah-bah-bah-quah. See Kabakwa.

Kah-mini-ti-gwa-quiack. See Bluffy.

Kah-shah-gah-wig-e-mog. See Kashagawi.

Kahtate; river, tributary to lower part of Stikine river, Cassiar district, B.C.

Kahuch. See Katonche.

Kah-wah-she-be-mah-gog. See Kushog.

Kahwambejewagamog. See Kawagama.

Kaiashk; bay and river, west shore of L. Nipigon, Thunder Bay district, Ont. (Not Gull.)

Kaiashkomin; lake, north of Wabigoon lake, Kenora district, Ont. (Not Bad Rice.)

Kaien; island, Prince Rupert harbour, Coast district, B.C. (Not Kai-en.)

Kaiete; point, at east entrance to Lama passage, Coast district, B.C. (Not Calete, Ki-ette, nor Kyeet.)

Kaijick Manitou. See Baptiste.

Kaikaquabick. See Reception.

Kains. See Cain.

Kajakanikamak; lake, southeast of Abitibi lake, Pontiac county, Que.

Kajoualwang. See Najwalwank.

Kakabonga; lake and river, east of Grand lake Victoria, Pontiac county, Que. (Not Kakebonka)

Kakagi; lake, east of Sabaskong bay, lake of the Woods, Kenora district, Ont. (Not Crow.)

Kakashe; river, tributary to Kapitachuan river, Montcalm county, Que.

Kakebonka. See Kakabonga.

Kaketsa; mountain, south of Egnell, Cassiar district, B.C. (Not Koketsa.)

Kakinagimak; lake, south of Churchill river and east of Pelican narrows, Sask. (Not Kakinokumak.)

Kakinnozhans; lake, near Manitou lake, Kenora district, Ont.

Kakinokumak. See Kakinagimak.

Kakinookama. See Margaret.

Ka-koot. See Kakut.

Kakuchuya; river, tributary to Dudidontu river, Cassiar district, B.C.

Kakut; lake and river, in the Birch hills, south of Dunvegan, Alta. (Not Ka-koot.)

Ka-lik-took-duag. See Crooks.

Kalzas; lake, between Macmillan and Stewart rivers, Yukon.

Kama; bay and railway station, Nipigon bay, Thunder Bay district, Ont. (Not Mazokama.)

Kamachigama; lake, and river tributary to the upper Ottawa, Montcalm county, Que.

Kamanatogama; lake, southeast of Saganaga lake, Kenora district, Ont.

Kamaniskeg; lake, Bangor township, Hastings county, Ont.

Kamatsi; lake, on Churchill river, east of Reindeer river, central Saskatchewan.

Kaministikwia; river and railway station, Thunder Bay district, Ont. (Not Kaministiquia.)

Kaminnassin; lake, south of Dinorwic lake, Kenora district, Ont.

Kaminnaweiskagwok. See Minnaweiskag.

Kaminni; lake, northwest of Manitou lake, Kenora district, Ont. (Not Kaminneseipekok.)

Kamitsgamak; lake, on Ribbon river, upper St. Maurice river, Champlain county, Que.

Kamongus; lake, near Manitou lake, Kenora district, Ont. (Not Canoe.)

Kampigukakatoka; river, tributary to Migiskan river, Abitibi district, Que.

Kamshigama; lake and river, north of Shabogama lake, Abitibi district, Que.

Kananaskis; lakes and river, tributary to Bow river, post office, railway station and range of mountains, Alta., also pass, Alta. and B.C.

Kangerflung. See Newell.

Kangerthialuksoak. See George.

Kaniapiskau; river, tributary to Koksoak river, Ungava. (Not Wauguash.)

Kaniapiskau See Keniapiskau.

Kanikawinika; lake, upper Ottawa river, east of Grand lake Victoria, Pontiac county, Que. (Not Kaniquonika nor Kanekequaneka.)

Kanimitti; river, flowing into Shoshokwan river a tributary of the upper Ottawa, Pontiac county, Que. (Not Kanimittikoshkwa.)

Kanish; bay, south of Granite point, Quadra island, Coast district, B.C. (Not Cahnish.)

Kanotaikau; lake, at headwaters of Rupert river, Mistassini district, Que.

Kanuchuan; river, tributary to upper Winisk river, Keewatin.

Kanus; river, tributary to St. Croix river, Charlotte county, N.B. (Not Canous nor Canouse.)

Kanusio; lake, and river tributary to Kekek river, Abitibi district, Que.

Kaopskikamak lake and river, southeast of Manitou lake, Kenora district, Ont.

Kaoskauta; lake, northwest of Manitou lake, Kenora district, Ont. (Not Kaoskowtakok.)

Kapemitchigama; lake, at the sources of Ottawa river, Joliette county, Que. (Not Kapemechigama.)

Kapesakosi; lake, west of Manitou lake, Kenora district, Ont. (Not Kapesakosikok.)

Kapikik; lake, south of Cat lake. Keewatin. (Not Pine channel nor Wapikik lake.)

Kapikitegoitch; lake, headwaters of Ashuapmuchuan river, Chicoutimi county, Que.

Kapikwabikok. See Kabikwabik.

Kapiskau; river, north of Albany river, Keewatin. (Not Ka-pis-cow nor Kaypiscow.)

Kapitachuan; lake, and river tributary to the upper Ottawa river, Berthier, Joliette, Maskinonge, Montcalm and Pontiac counties, Que. (Not Kapitashewinna nor Kapitajewin.)

Kapitagama; lake, southeast of Abitibi lake, Pontiac county, Que.

Kapitajewan. See Kapitachuan.

Kapitashewinna. See Kapitachuan.

Kapitswe; lake, at headwaters of St. Maurice river, Champlain county, Que.

Kapkichi; lake, north of L. St. Joseph, Keewatin.

Kaposvar; creek, tributary to Qu'Appelle river, Sask. (Not Little Cutarm.)

Karmutsen. See Nimpkish.

Kasagiminnis; lake, north of L. St. Joseph, Keewatin.

Kasakacheweiwak. See Uphill.

Kashagawi; lake, Stanhope township, Haliburton county, Ont. (Not Kah-shah-gah-wig-e-mog.)

Kashagawigamog; lake, Dysart township, Haliburton county, Ont.

Kashaweogama; lake, southwest of Savant lake, Thunder Bay district, Ont.

Kaskawulsh; river, tributary to Alsek river, southwestern Yukon. (Not O'Connor.)

Kasshabog; lake, Methuen township, Peterborough county, Ont. (Not Kag-ish-a-bog-a-mog.)

Kate; point, at upper end of Lower Arrow lake, Kootenay district, B.C.

Kates Needle; mountain, near Stikine river, opposite Porcupine creek, Cassiar district, B.C.

Kathawachaga; lake, south of Coronation gulf Mackenzie. (Not Cathawhachaga.)

Katherine; lake, on Lady Evelyn river, below Grays river, Nipissing district, Ont.

Katherine; lake, at headwaters of Bow river, Rocky mountains, Alta.

Katina; creek, tributary to Silver Salmon river, Cassiar district, B.C.

Katonchie; lake, upper Ottawa river, east of Grand lake Victoria, Pontiac county, Que. (Not Kahuch.)

Katrina; creek, tributary to White river, Yukon.

Kattaktok; cape, east shore Ungava bay, Ungava.

Katutok. See Charles.

Kauffman. See Kiwetinok.

KAWAGAMA; lake, Sherborne township, Haliburton county, Ont. (Not Kahwambejewagamog.)

Kawakashkagama. See Kawashkagama.

KAWASACHUAN; lake and river, near Grand L. Victoria, Pontiac county, Que. (Not Kawasajewan nor Kawassajewan.)

Kawasgisguegat. See Kawaskisigat.

KAWASHEGAMUK; lake, southeast of Dinorwic lake, Kenora district, Ont. (Not Long.)

Kawasheibemagagamak. See Washeibemaga.

KAWASHKAGAMA; lake and river, north of Long lake, Thunder Bay district, Ont. (Not Kawakashkagama.)

KAWASKISIGAT; lake, headwaters of Lièvre river, St. Maurice county, Que. (Not Kawasgisguegat.)

KAWASTAGUTA; bay, at the northerly end of Grand lake Victoria, Pontiac county, Que.

KAWAWEOGAMA; lake, northeast of Seseganaga lake, Thunder Bay district, Ont.

KAWAWIA; lake, southeast of Manitou lake, Kenora district, Ont. (Not Oval.)

Kawawiagamak. See Wawiag.

Kay-gat. See Keigat.

Kaypiscow. See Kapiskau.

KAZABAZUA; river and village, Aylwin township, Ottawa county, Que. (Not Kazubazua nor Kazuabazua.)

KEDGWICK; river, Restigouche county, N.B. (Not Kedgewick nor Quatawamkedgewick.)

Keec. See Kiekkiek.

Kee-ec-kee-ec. See Kiekkiek.

KEEFER; island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Keejimacoogie. See Kejimkujik.

KEELE; peak, Mackenzie Yukon watershed, N.W.T.

Keepewa. See Kipawa.

Kee-she-kas. See Kishikas.

KEG; lake, on Churchill river, northeast of lac LaRonge, central Saskatchewan. (Not Barrel.)

KEGLO; bay, east shore Ungava bay, Ungava.

KEIGAT; lake, southwest of Cat lake, Keewatin. (Not Kay-gat.)

KEIKEWABIK; lake, south of Minnitaki lake, Kenora district, Ont. (Not Hawkrock.)

KEJIMKUJIK; lake, Annapolis and Queens counties, N.S. (Not Cegemecega, Keja-ma-kuja, Keejimacoogie, Kerjimacougie, nor Segum Sega.)

KEKEK; river, tributary to Migiskan river, Abitibi district, Que.

KEKEKO; lake, southeast of Abitibi lake, Pontiac county, Que.

KEKEKWA; lake, near Eagle lake, Kenora district, Ont.

KEKEO; river, tributary to Manuan river, upper St. Maurice river, Champlain county, Que.

KEKKEKWABI; lake, Stanhope township, Haliburton county, Ont. (Not Cay-ka-quah-be-kung.)

KELSALL; lake, discharging into Chilkat river, Cassiar district, B.C.

KELVIN; island, L. Nipigon, Thunder Bay district, Ont. (Not Grand.)

KELVIN; lake, an expansion of Nottaway river, Abitibi district, Que.

KELVINGROVE; post office, Huntingdon county, Que. (Not Calvin Grove nor Kelvin Grove.)

KEMPENFELT; bay in L. Simcoe, Simcoe county, Ont. (Not Kempenfeldt.)

KEMPT; lake, St. Maurice county, Que. (Not Wabaskoutyunk.)

KEMPTOWN; village, Colchester county, N.S. (Not Kempt Town.)

KEMPTVILLE; creek, tributary to Rideau river, Grenville county, Ont. (Not South Rideau river.)

KENEMICH; river, emptying into lake Melville, Ashuanipi district, Que. (Not Kenemichic.)

KENIAPISKAU; lake, north of Opatawaga lake, Abitibi district, Que. (Not Kaniapiskau.)

KENNABUTCH; lake, east of Dinorwic lake, Kenora district, Ont. (Not Kennabuch.)

Ken-ne-big. See Kennibik.

Ken-ne-ses. See Kennisis.

KENNEWAPEKKO; lake, south of Saganaga lake, Kenora district, Ont.

KENNIBIK; lake, Dudley township, Haliburton county, Ont. (Not Ken-ne-big.)

KENNICOTT; lake, at head of Hackett river, Cassiar district, B.C.

KENNISIS; lake, Havelock township, Haliburton county, Ont. (Not Ken-ne-ses.)

KENNY; lake, west of lake Tempest, Thunder Bay district, Ont.

KENOGAMI; river, tributary to Albany river, Algoma and Thunder Bay districts, Ont.

Kenogamissee. See Larch.

KENORA; lake, Redditt township, Kenora district, Ont.

KENOZHE; lake, south of Machawaian lake, Keewatin.

KENOZHE; lake, north of Dinorwic lake, Kenora district, Ont. (Not Kinoje.)

KERNERTUT; cape, southeast shore Ungava bay, Ungava.

KERR; mountain, President range, Rocky mountains, Kootenay district, B.C.

KERSEY; point, at northerly end of Maitland island Douglas channel, Coast district, B.C.

KERWOOD; post village and railway station, Middlesex county, Ont. (Not Kerrwood.)

KESHKABUON; island, Thunder Bay district, Ont (Not Caribou.)

KESTREL; rock, at entrance to Prince Rupert harbour, Coast district, B.C.

KETCH; harbour and head, also Ketch Harbour post settlement, southwest of entrance to Halifax harbour, Halifax county, N.S. (Not Catch harbour and head, nor White or Catch Harbour head.)

Ketchacum. See Catchacoma.

KETCHUM; lake, northeast of Egnell, Cassiar district, B.C.

KETTLE; point, and reef extending north from Kettle point, Lambton county, Ont. (Not Ipperwash),

KETZA; river, tributary to Pelly river, above Ross river, Yukon. (Not Kitza.)

KEWAGAMA; lake, southeast of Abitibi lake, Pontiac county, Que.

KEY; harbour and railway terminus, Georgian bay, Parry Sound district, Ont.

KEYS; lake, north of Favel lake, Kenora district, Ont.

Khartum. See Hector.

KIASK; river, south of Kamshigama river, Abitibi district, Que.

Kickendatch. See Kikendatch.

KICKING HORSE; pass, and river tributary to Columbia river, Kootenay district, B.C. (Not Wapta river.)

KID; creek, tributary to Goat river, Kootenay district, B.C.

KIEKKIEK; lake, southwest of Kewagama lake, Pontiac county, Que. (Not Keec nor Kee-eckee-ec.)

Kieley. See Coyle.

Ki-ette. See Kaiete.

KIEMAWISK; lake, southwest of Shabogama lake, Abitibi district, Que.

KIKENDATCH; Indian village, upper St. Maurice river, Champlain county, Que. (Not Kirkendatch nor Kickendatch.)

KILDALA; arm, near Kitimat arm, Coast district, B.C.

KILLARNEY; village, on west side of Lower Arrow lake, Kootenay district, B.C.

KILPATRICK; mountain, Purity range, Selkirk mountains, Kootenay district, B.C.

KILVERT; lake, south of Hawk lake, Kenora district, Ont.

KIMBALL; lake, Livingstone township, Haliburton county, Ont. (Not Kimball's.)

KIMMEWIN; lake, southwest of Schist lake, Kenora district, Ont.

KINAHAN; islands, south of Digby island, Chatham sound, Coast district, B.C. (Not Kinnahan.)

KINCARDINE; town, Bruce county, Ont.

KING; mountain, northwest of Ottertail station, Kootenay district, B.C.

KINGCOME; inlet and mountains, west of Knight inlet, Coast district, B.C. (Not Kingcombe.)

KINGCOME; point, at northern end of Princess Royal island, Coast district, B.C. (Not Kingcombe.)

King Christian. See Findlay.

KING GEORGE; sound, south shore of Hudson strait, Ungava.

KINGHAM; river, Argenteuil county, Que. (Not Kingsey.)

KINGLAKE; post office, Norfolk county, Ont. (Not King Lake.)

King Oscar Land. See Ellesmere.

KINGSCOTE; lake, Bruton township, Haliburton county, Ont.

Kingsey. See Kingham.

Kingston. See Rexton.

KING WILLIAM; island, southwest of Boothia peninsula, Franklin. (Not King William Land.)

KINNICKONESHIP; lake, near Manitou lake, Kenora district, Ont. (Not Black Sawbill.)

KINNYU; lake, Kenora district, Ont.

KINOJEVIS; lake, and river tributary to the upper Ottawa, Pontiac county, Que. (Not Kinojeviskaskatik.)

Kinoje. See Kenozhe.

KINONGE; river, Petite Nation seigniory, Ottawa county, Que. (Not Salmon.)

KINSMAN; post settlement, Kings county, N.S. (Not Kinsman's.)

KINTAIL; village, south of Clark point, Huron county, Ont.

KIPAWA; lake, post office, and river, Pontiac county, Que. (Not Keepawa nor Kippewa.)

KIPLING; reef, west of Middle Duck island, Manitoulin district, Ont.

KIRK; island, in the northerly portion of lake Evans, Abitibi district, Que.

Kirkendatch. See Kikendatch.

KIRK FERRY; village, Hull township, Ottawa county, Que. (Not Kirk's Ferry.)

KISHIKAS; lake and river, tributary to Severn river, Keewatin. (Not Cedar, Kee-she-kas, nor Kishki.)

Kishki. See Kishikas.

KISKITTO; lake, north of L. Winnipeg, Keewatin. (Not Grass nor West Niskitogisew.)

KISKITTOGISU; lake, north of L. Winnipeg, Keewatin. (Not Big Reed nor Niskitogisew.)

Kiskopkechewans. See Minnehaha.

KISPIOX; river, tributary to Skeena river, above Hazelton, Cassiar district, B.C. (Not Kispyox nor Kis-py-ox.)

KISSEYNEW; lake, south of Kississing lake, Keewatin. (Not Lobstick.)

KISSISSING; lake, and river tributary to Churchill river, Keewatin. (Not Cold, Kissisino, nor Takipy.)

KITCHENER; island, west of Cockburn island, Manitoulin district, Ont. (Not Little Cockburn.)

KITCHENER; railway station, Kootenay district, B.C.

KITCHIGAMA; river, tributary to Nottaway river, Abitibi district, Que. (Not Michagama.)

Kitigtung. See Lady Franklin.

KITIMAT; arm and post office, north of Douglas channel, Coast district, B.C. (Not Kitamaat.)

KITIWITI; shoal, southwest of Prospect, N.S. (Not Kittee Wittee.)

KITKIATA; Indian village, at Douglas channel, Coast district, B.C. (Not Kit-kia-tah.)

KITTY; shoal, south of Great Duck island, and southwesterly from Mary shoal, Manitoulin district, Ont.

Kitza. See Ketza.

KIWANZI; brook, tributary to Burntwood river, Keewatin.

KIWETINOK; pass, peak, river, and valley, north of Beavertail river, Rocky mountains, Kootenay district, B.C. (Not mount Kauffman, Wilson pass, nor Whymper pass.)

Kla-anch. See Nimpkish.

KLATSA; river, tributary to Frances river, Yukon. (Not Klatsatooa.)

KLEMTU; passage and Indian village, Coast district, B.C. (Not Klemtoo nor China Hat.)

KLEWI; river, tributary to Little Buffalo river, south of Great Slave lake. (Not Tesse-Clewee.)

KLOIYA; bay, near Denise arm of Morse basin, east of Kaien island, Coast district, B.C. (Not Cloyah.)

KLOKHOK; river, tributary to Takhini river, Yukon.

KLONDIKE; village, and river tributary to Yukon river, Yukon. (Not Klondyke, Clondyke, nor Throndiuck.)

KLOOTCHMAN; canyon, on Stikine river, south of Clearwater river, Cassiar district, B.C. (Not Kluchman.)

KLOTASSIN; river, tributary to Donjek river, Yukon.

KLOTZ; mountain, near Tatonduk river, Yukon.

KLUANE; lake and river, in southwestern Yukon. (Not Kluahne.)

Kluchman. See Klootchman.

KLUHINI; river, flowing out of lake Frederick into lake Dezadeash, Yukon.

KLUKSHU; lake, and river tributary to Alsek river, Yukon.

KLUSHA; creek, flowing through Braeburn lake, into Nordenskiöld river, Yukon.

KNAPP; point, also Knapp Point lightstation, north shore of Wolfe island, Frontenac county, Ont. (Not Brown's.)

KNEEHILL; post office, east of Innisfail station, Alta. (Not Knee Hill Valley.)

KNEEHILLS; creek, tributary to Red Deer river, Alta. (Not Knee Hills.)

KNEELAND; bay, southwest shore Frobisher bay, Franklin.

KNIFE; islands, west of Shute point, Bruce county, Ont.

Knight. See Descanso.

KNOB; lake, Rugby township, Kenora district, Ont.

Knob. See The Knob.

KOAK; islands and stream, St. John river, York county, N.B. (Not Coac nor Coak.)

KOIDERN; river, tributary to White river, Yukon.

Koketsa. See Kaketsa.

KOKOMENHANI; lake, at headwaters of Rupert river, Mistassini district, Que. (Not Kokamenhani.)

KOKOMIS; lake, southwest of Grand lake Victoria, Pontiac county, Que.

KOKSILAH; railway station, ridge, and river, north of Cowichan river, Vancouver island, B.C.

KOKSOAK; river, flowing into Ungava bay, Ungava. (Not Big river nor South.)

KOLFAGE; island, south of Pike point, Bruce county, Ont.

Koos-ka-nax. See Kuskanax.

Kootanie. See Blakiston.

Kootenai. See Waterton.

KOOTENAY; lake and river, Kootenay district, B.C. (Not Kootanie, Kootenai, &c.)

KOPKA; lake, west of lake Nipigon, Thunder Bay district, Ont.

KORIKDUARDU; inlet, east of Chorkbak inlet, Hudson strait, Franklin. (Not Ko-rick-du-ar-du.)

KOSHIN; river, tributary to Nahlin river, Cassiar district, B.C.

KRAMER; lake, Redditt township, Kenora district, Ont.

KUKUKAHU; lake, west of Manitou lake, Kenora district, Ont.

KUKUKUS; lake, southeast of Minnitaki lake, Kenora district, Ont. (Not Kukus.)

KULLEET; bay, northeast of Oyster harbour, Vancouver island, B.C. (Not Chemainos nor Chemainus.)

KUNGHIT; island, the southernmost of the Queen Charlotte group, Coast district, B.C. (Not Prevost.)

KUPER; island, northwest of Saltspring island, southeast coast of Vancouver island, B.C. The name "Kuper" is confirmed for this island and replaced by "Hibben" for the northerly one to avoid duplication.

Kuper. See Hibben.

KUSAWA; lake, southwest of lake Laberge, Yukon. (Not Arkell.)

KUSAWA; river, flowing northerly from Cassiar district, B.C., into Kusawa lake, Yukon. (Not Arkell.)

KUSHOG; lake, Stanhope township, Haliburton county, Ont. (Not Kah-wah-she-be-mah-gog.)

Kusiwah. See Surprise.

KUSKANAX; creek, east side of Upper Arrow lake, Kootenay district, B.C. (Not Koos-ka-nax.)

KUSKONOOK; P. O. and railway station, near the southern end of Kootenay lake, Kootenay district, B.C. (Not Kuskanook.)

KUTHAI; lake, discharging into Silver Salmon river, Cassiar district, B.C.

KWADACHA; river, tributary to Finlay river, Cariboo district, B.C. (Not Quadacha nor Quaneca.)

Kwichpak. See Yukon.

KYAK; bay, west coast Ungava bay, Ungava.

KYASKA; lake, on Churchill river, east of Reindeer river, central Saskatchewan.

Kyeet. See Kaiete.

L

LABERGE; lake, in the southern portion of Yukon. (Not Labarge nor Lebarge.)

LABICHE; lake and river, northeastern Alberta. (Not Red Deer.)

LABRADOR; reef, south of Belanger point, Manitoulin island, Manitoulin district, Ont.

LABRADOR; reef north of cape Chidley, Ungava.

LACHAPELLE; post office, Two Mountains county, Que. (Not Lachapelle.)

LACROIX; lake, in the valley of Bulkley river, Cassiar district, B.C. (Not La Croix, Le Croix, nor Round.)

LADUE; creek, tributary to White river, below Katrina creek, Yukon.

LADY BEATRIX; lake, northeast of Mattagami lake, Abitibi district, Que.

LADYBIRD; mountain, north of Columbia river, Kootenay district, B.C. (Not Lady Bird.)

LADY FRANKLIN; island, east of Clements Land, Franklin. (Not Kitigtung.)

LAFRANCE; creek, east side of Kootenay lake, Kootenay district, B.C. (Not Lafrance.)

LAGGAN; railway station, Alta.

LAHAVE; island and river, Lunenburg county, N.S. (Not La Have nor Le Havre.)

LAKE; creek, tributary to Stewart river, Yukon.

Lake. See Chonat.

LAKE FLEET; group of islands, east of the Admiralty group, St. Lawrence river, Leeds county, Ont.

Lake Megantic. See Megantic.

Lake of the Narrows. See Washi.

LAKETON; post, on Dease lake, Cassiar district, B.C.

LAKIT; creek, east of Kootenay river, north of Steele, Kootenay district, B.C. (Not Four-mile.)

La Lime. See Lanim.

LALONDE; island, in St. Lawrence river, near Valleyfield, Soulanges county, Que. (Not Chateauguay.)

L'AMABLE; brook and lake, Dungannon and Faraday townships, Hastings county, Ont.

LAMB; creek, tributary to Moyie river, Kootenay district, B.C.

LAMBERT; shoal, northwest of Saugeen river, Bruce county, Ont.

LAMEK; bay, Shippigan island, Gloucester county, N.B. (Not Alemek, Lamec, L'amec, nor Lameque.)

LANDING; lake, north of Sipiwesk lake, Keewatin.

LANIM; point, west of Dalhousie, Restigouche county, N.B. (Not La Lime, nor La Nim, nor Le Nim.)

L'Anse-a-Valleau. See Anse-au-Vallon.

LANSDOWNE; mountain, west of lake Marsh, Yukon.

LANSING; river, tributary to Stewart river, Yukon.

LAPÊCHE; lake, Pontiac county, Que.

LAPIE; river, tributary to Pelly river, below Ross river, Yukon.

LAPLANTE; post village, Gloucester county, N.B. (Not LaPlante.)

Larch; river, tributary to Koksoak river, Ungava. (Not Kenogamissee.)

Lardeau; mining division, Kootenay district, B.C. (Not Lardo.)

Lardeau; river, tributary to Duncan river, Kootenay district, B.C. (Not Lardo.)

Lardeau; town on the northeast arm of Upper Arrow lake, Kootenay district, B.C. (Not Lardo.)

Larder; lake, south of Abitibi lake, Nipissing district, Ont. (Not Present nor President.)

Lardo. See Lardeau.

Lardo. See Purity.

L'Ardoise; village, Richmond county, N.S. (Not Ardoise.)

Large. See Hamilton.

Large Trout. See Hector.

LaRivière; railway station and village, Lisgar electoral district, Man. (Not Larivière).

LaRonge; lac, south of Churchill river, central Saskatchewan.

Larry; rock, south of Great Duck island, and west of Kitty shoal, Manitoulin district, Ont.

LaSalette; town, Norfolk county, Ont. (Not La Sallette nor Lasallette.)

Lash; island, east of Dead island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Lasher; island, south of Shesheeb point, Thunder Bay district, Ont.

Laskay; post village, York county, Ont. (Not Laskey.)

Lasketti. See Lasqueti.

Last-chance; creek, branch of Hunker creek, Klondike river, Yukon.

Lasquely. See Lasqueti.

Lasqueti; island, south of Texada island, strait of Georgia, New Westminster district, B.C. (Not Lasquely nor Lasketti.)

Latchford; town, on Montreal river, Nipissing district, Ont.

La Tete. See Walton.

Laura; creek, tributary to Klondike river, Yukon.

Laura; mountain, near lower Stikine river, north of Iskut river, Cassiar district, B.C.

Laurie; range of mountains, west of O'Donnel river, Cassiar district, B.C.

Laurier; lake, Pettypiece township, Kenora district, Ont.

Laurier; mountain, east of lake Laberge, Yukon

Laurier; river, emptying into the easterly end of Clinton-Colden lake, northeast of Great Slave lake, N.W.T.

Laussedat; mountain, south of Mt. Freshfield and northeast of Donald, Kootenay district, B.C.

Lavigne; post office and railway station, Vaudreuil county, Que. (Not Graham P.O.)

Lazy; lake, east of Kootenay river, north of Steele, Kootenay district, B.C. (Not Rock.)

Leaf; bay, lake, and river, south coast of Ungava bay, Ungava. (Not Nepihjee river.)

Leak. See Thwartway.

Leanchoil; railway station, Kootenay district, B.C.

Leary; cove and point, west side of entrance to Blind bay, Halifax county, N.S. (Not Leary's.)

Leask; bay and point, South bay, Manitoulin district, Ont.

Leather; river, tributary to Carrot river, Sask (Not Hanging Hide.)

Lebarge. See Laberge.

Le Croix. See Lacroix.

Leda; peak, near "Castor" and "Pollox," east of mount Swanzy, Selkirk mountains, Kootenay district, B.C.

Lee; bank, north of Saugeen river, Bruce county, Ont.

Lee; creek, tributary to St. Mary river, southern Alberta. (Not Lee's.)

Leek. See Thwartway.

Lefroy; glacier and mountain, in the Bow range of the Rockies, Alta. and B.C.

Le Have. See Lehave.

Lelu; island, northwest of Smith island, Chatham sound, Coast district, B.C. (Not Le-loo nor South Porpoise.)

Le Nim. See Lanim.

Leon; settlement, east side of Upper Arrow lake, Kootenay district, B.C. (Not Leon Hot Springs.)

Leonard; island, in St. Lawrence river, near Valleyfield, Soulanges county, Que. (Not Grand Batture.)

Leonard; mountain, west of Surprise lake, Cassiar district, B.C.

Leopold; point, Markham bay, Hudson strait, Franklin.

Leotta; creek, tributary to Klondike river, Yukon.

Lepreau; basin, harbour, parish, point, river, and village, Charlotte county, N.B. (Not Lepreaux nor Belasbasin.)

Leroux. See Hill.

Lester; lake, Haycock township, Kenora district, Ont.

L'Etang; harbour, river, and village, Charlotte county, N.B. (Not Etang nor Letang.)

L'Etete. See Letite.

Letite; passage and village, Charlotte county, N.B. (Not L'Etete nor Letete.)

Lève; lake, Radcliffe township, Renfrew county, Ont.

Lewes; lake, near the "big bend" of Watson river, and river tributary to Yukon river, Yukon. (Not Lewis.)

Lewes; mountain, north of lake Laberge, Yukon (Not River mountain.)

Lewis; creek, east of Kootenay river, north of Steele, Kootenay district, B.C.

Lewis; island, between Kennedy and Porcher islands, Coast district, B.C.

Lewis; lake, northeast of Tawatinaw lake, Kenora district, Ont.

Lewis; lake, Ross river, Yukon.

Lewis. See Crease.

Lewis. See Lewes.

Lewis. See Louis.

Liard; river, tributary to Mackenzie river, B.C., Mackenzie, and Yukon. (Not Mountain.)

Lichfield; shoal, at west entrance to Halifax harbour, Halifax county, N.S. (Not Litchfield.)

Lighthouse. See Snake.

Lily; bay, upper Ottawa river, northwest of Grand lake Victoria, Pontiac county, Que.

Lily; glacier and pass, north of mount Swanzy Selkirk mountains, Kootenay district, B.C.

Lima; point, south extreme of Digby island, at west entrance to Prince Rupert harbour, Coast district, B.C.

Limebank; post office, Carleton county, Ont. (Not Lime Bank.)

Limestone; lake, Mayo township, Hastings county Ont.

Limestone; point, Nipisiguit bay, Gloucester county, N.B. (Not Young's.)

Limestone. See Dolomite.

Lina; range of mountains, east of Atlin lake, Cassiar district, B.C.

Linda; lake, northeast of mount Odaray, Rocky mountains, Kootenay district, B.C.

Lindal; lake, Pettypiece township, Kenora district, Ont. (Not Lindel.)

Lindeman; lake, south of Bennett lake, Cassiar district, B.C. (Not Linderman nor Lyndeman.)

Lindsay; island, Admiralty group, St. Lawrence river, Leeds county, Ont. (Not Cut.)

Line; lake, southwest of Eagle lake, Kenora district, Ont.

Lineham; creek, tributary to Sheep river, southern Alberta.

Link; island, near Dodd narrows, east coast of Vancouver island, B.C.

Link; lake, Strathy township, Nipissing district, Ont.

Linklater; creek, tributary to Kootenay river, near international boundary, Kootenay district B.C. (Not Linkwater nor Meadow.)

Linklater; lake, east of Willard lake, Kenora district, Ont.

Linkwater. See Linklater.

Liscomb; harbour and post village, Guysborough county, N.S. (Not Liscombe.)

Liskeard; town, Nipissing district, Ont. (Not New Liskeard.)

L'Isle. See Delisle.

Listowel; town, Perth county, Ont. (Not Listowell.)

Litchfield. See Lichfield.

Little, Mt.; mountain, west of Mt. Fay, Bow range of the Rockies, Alta., and Kootenay district, B.C.

Little; rock, southwest of Phoebe point, Fitzwilliam island, Manitoulin district, Ont.

Little. See Rough.

Little Atlin; lake, between Atlin lake and lake Marsh, Yukon.

Little Black. See Belanger.

Little Black. See Burton.

Little Blanche; creek, branch of Quartz creek, Indian river, Yukon.

Little Boshkung; lake, Minden township, Haliburton county, Ont.

Little Bow; river, tributary to Belly river, Alta. (Not Small.)

Little Cedar. See Pakhoan.

Little Charlton. See Trodely.

Little Cockburn. See Kitchener.

Little Cutarm. See Kaposvar.

Little Flatland. See Campbell.

Little Fork. See Gunamitz.

Little Fork of the Saskatchewan. See Mistaya.

Little-gem; creek, branch of Hunker creek, Yukon.

Little Grant. See Pearson.

Little Green. See Steevens.

Little Jackfish. See Foreleg.

Littlejohn; island, Admiralty group, St. Lawrence river, Leeds county, Ont.

Little Madawaska; river, east side of Algonquin National park, Nipissing district, Ont.

Little Magog. See Magog.

Little Mecattina. See Mekattina.

Little (or south) Miminigash. See Roseville.

Little Mistassini. See Albanel.

Little Musquodoboit; village, Halifax county, N.S. (Not Little River Musquodoboit.)

Little Natashquan. See Natashkwan.

Little Nation. See South Nation.

Little Nipisiguit. See Millstream.

Little Nottaway. See Broadback.

Little Opeongo. See Aylen.

Little River Musquodoboit. See Little Musquodoboit.

Little Roger; lake, north of lac des Quinze, Pontiac county, Que. (Not Little Rogers.) Previous decision revised.

Little Sachigo. See Oponask.

Little Salmon; river, tributary to Lewes river, Yukon.

Little Sandy. See Athol.

Little Saskatchewan. See Dauphin.

Little Shallow. See Pakwash.

Little Slocan; river, tributary to Slocan river, Kootenay district, B.C.

Little Stave. See Prince Regent.

Little Tahltan; river, tributary to Tahltan river, Cassiar district, B.C.

Little Wabigoon. See Dinorwic.

Little Weslemcoon. See Effingham.

Llewellyn; glacier, south of Atlin lake, Cassiar district, B.C.

Loadstone. See Lodestone.

Lobster; lake, Airy township, Nipissing district, Ont.

Lobstick; bay, in eastern portion of the lake of the Woods, Kenora district, Ont. (Not Lobstick.)

Lobstick. See Chip.

Lobstick. See Kisseynew.

Locke; island, Lockeport harbour, Shelburne county, N.S. (Not Ragged nor Rugged.)

Lockeport; harbour, also town on Locke island, Shelburne county, N.S. (Not Ragged or Rugged Island harbour.)

Lockhart; river, emptying into the easterly end of Great Slave lake, N.W.T. (Not Lockart's.)

Lodestone; lake and mountain, south of Tulameen river, Yale district, B.C. (Not Loadstone mountain nor Paradise lake.)

Lodge; creek, Alta. and southern Saskatchewan. (Not Medicine Lodge.)

Logan; island, in northerly portion of L. Nipigon, Thunder Bay district, Ont.

Logan; mountain, east of Frances lake, Yukon.

Logie; rock, west of McNab point, Bruce county Ont.

Loks Land; at entrance to Frobisher bay, Franklin (Not Lok's.)

Lombard; creek, tributary to Indian river, Yukon.

Lomond; river, emptying into L. Superior, opposite Pie island, Thunder Bay district, Ont. (Not Carp.)

London Junction. See Pottersburg.

Lonely; bay, east of Dominion point, Manitoulin island, Manitoulin district, Ont.

Lonely; river, outlet of Obikoba lake, Pontiac county, Que.

Lonely. See Isolated.

Lonely. See Seul.

Lonely Valley. See Ten Peaks.

Lone Man's. See Oneman.

Lone Tree. See Ann.

Long; creek, the west branch of Souris river, southeastern Saskatchewan.

Long; point, extending into the central portion of lake Evans, Abitibi district, Que.

Long; point, in southern part of Tyendinaga township, Hastings county, Ont.

Long; point, L. Erie, Norfolk county, Ont. (Not North Foreland.)

Long. See Farrell.

Long See Kawashegamuk.

Long. See Lowes.

Long. See Methy.

Long. See Mountain.

Long. See Ord.

Long. See Trident.

Long. See Tyee.

Long. See Wolfe.

Long. See Woods.

Long-legged; lake and river, emptying into Wilcox lake on English river, Keewatin.

Long Point; bay and lightstation, L. Erie, Norfolk county, Ont. (Not North Foreland nor Outer Bay of Long Point.)

Longspell; point, near Kingsport, Kings county, N.S. (Not Indian.)

Longue-Pointe; village, Hochelaga county, Que. (Not Long Point.)

Lookout; mountain, in the Selkirks, Kootenay district, B.C.

Lookout; river, emptying into Smoothrock lake, Thunder Bay district, Ont.

Loon. See Mang.

Loonhead; lake, on Burntwood river, Keewatin. (Not Loon-head.)

Loop; brook, tributary to Illecillewaet river, near "The Loop," Kootenay district, B.C.

Lordmills; post office, Grenville county, Ont. (Not Lord Mills.)

Loretta; island, north of Hawkesbury island, Coast district, B.C.

Lorette; parish, railway station, and village, southeast of Winnipeg, Man. (Not Loretto.)

L'Orignal; town, Prescott county, Ont. (Not L'Original.)

Lorne; lake, Rugby township, Kenora district, Ont.

Lorne; mountain, west of lake Marsh, Yukon.

Lorrain; lake, east of Cassels township, Nipissing district, Ont. (Not Bear.)

Loscombe; reef, north of Macpherson point, Bruce county, Ont.

Lost; lake, northwest of Minnitaki lake, Kenora district, Ont.

Loucks; lake, Burleigh township, Peterborough county, Ont. (Not Louck's.)

Lougheed; bay, point, and reef, east of Dominion point, Manitoulin island, Manitoulin district, Ont.

Louis; mountain, northwest of Banff, Alta.

Louis; point, south end of Coste island, Kitimat arm, Coast district, B.C.

Louis; port, Graham island, Queen Charlotte islands, Coast district, B.C. (Not Ingraham nor Lewis.)

Louisa; lake, Lawrence township, Haliburton county, Ont.

Louise; lake, west of Laggan station, Alta. (Not Emerald.)

Lount; lake, English river, Kenora district, Ont.

Loutre; Harbour de, harbour on the west side of Campobello island, N.B. (Not Harbour de Lute.)

Low, Lake; southeast of Silver lake, Kenora district, Ont.

Low; point, and Low Point post office, east side of George bay, Inverness county, N.S.

Low. See Clark.

Low. See Flat.

Lower Arrow; lake, an expansion of Columbia river, Kootenay district, B.C.

Lower Bow. See Hector.

Lower Clearwater. See Washagomis.

Lower Savage; islands, Gabriel strait, Franklin.

Lower White Fish. See Gregg.

Lowes; lake, southwest of Yorkton, Sask. (Not Long, Pebble, nor Silver.)

Lubbock; bay, west of Markham bay, Hudson strait, Franklin.

Lubbock; river, flowing into Atlin lake from Little Atlin lake, Yukon.

Lucas; channel, island, and reef, at entrance to Georgian bay, Manitoulin district, Ont.

Lucky; creek, branch of Allgold creek, Klondike river, Yukon.

Luke; creek, tributary to St. Mary river, Kootenay district, B.C.

Luke Fox. See Fox.

Lumley. See Frobisher.

Lusk; creek, tributary to Kananaskis river, Alta.

Lutz; post settlement, Westmorland county, N.B. (Not Lutes nor Lutes Mountain.)

Lyal; island and reef, southeast of Greenough point, Bruce county, Ont.

Lynch; island, in the Ste. Genevieve group, east of Ste. Anne-de-Bellevue, Jacques Cartier county, Que. (Not Dowker's nor Lynch's.)

Lyndeman. See Lindeman.

Lynedoch; island, west of Hill island, St. Lawrence river, Leeds county, Ont. (Not Ash nor Lyndoch.)

Lynn; point, Manitoulin island, northwest of Greene island, Manitoulin district, Ont. (Not Black.)

Lynx. See Selby.

Lyster; lake, Barnston township, Stanstead county, Que. (Not Baldwin's pond nor Barnston pond.)

M

Mabee; village, Norfolk county, Ont. (Not Maybee.)

Macabee; creek, tributary to Sheep river, also mountain, southern Alberta.

McAdam; railway station and village, York county, N.B. (Not Macadam nor McAdam Junction.)

McAlpine; post office and railway station, Prescott county, Ont. (Not McAlpine's nor McAlpin.)

Macan. See Maccan.

McArthur; creek, lake, and pass, west of Columbia river; also mountain, at head of upper Yoho valley, Rocky Mts.; Kootenay district, B.C.

Macaulay; lake, Airy township, Nipissing district; Ont.

Macaulay; spit, off the southeastern end of Inner Duck island, Manitoulin district, Ont. (Not McCauley's.)

McBean; mountain, west of Mt. Purity, Selkirk mountains, Kootenay district, B.C.

McCallum; island, southeast of Beament island, Bruce county, Ont. (Not Snake.)

McCallum; mountains, east of Atlin lake, Cassiar district, B.C.

Maccan; railway station, river, and village, Cumberland county, N.S. (Not Macan.)

McCarthy; point, southeast side of Fitzwilliam island, Manitoulin district, Ont.

M'Clintock; peak and river, between lake Marsh and Teslin river, Yukon. (Not McClintock.)

McConnell; peak and river, Nisutlin river, Yukon.

Macoostigan See Makustigan.

McCormick; creek and landing, near foot of Lower Arrow lake, Kootenay district, B.C. (Not McCormack.)

McCoy; head, east of Thompson cove, St. John county, N.B. (Not McCoy's.)

McCoy; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Montgomery.)

McCreary; island, north of Turnagain point, L. Winnipeg, Man. (Not Outer Sturgeon.)

McDame; creek, tributary to Dease river, Cassiar district, B.C.

McDonald; bay and point, west of Brockville, Leeds county, Ont. (Not Donald, Macdonald, nor McDonald's.)

McDonald; creek, flowing into the southern portion of Upper Arrow lake, Kootenay district, B.C.

McDonald; island, Admiralty group, St. Lawrence river, Leeds county, Ont. (Not Hog.)

McDonald; lake, east of Atlin lake, Cassiar district, B.C.

McDonald; lake, Haycock township, Kenora district, Ont.

Macdonald; island, northwest of the islands of God's Mercie, Hudson strait, Franklin. (Not Egypt.)

Macdonald; lake, Havelock township, Haliburton county, Ont. (Not Macdonald's.)

Macdonald; mountain, in the Selkirks, Kootenay district, B.C. (Not Carroll.)

McDonald's. See Prince Regent.

McDougal; brook, tributary to Incomappleux river, Kootenay district, B.C. (Not McDougall.)

Macdougall; settlement, Kent county, N.B. (Not Macdougal nor Macdougall's.)

Macdougall's. See Marion.

Mace; bay, Charlotte county, N.B. (Not Mace's.)

McElhinney; shoal, north of Flowerpot island, Georgian bay, Bruce county, Ont. (Not McElhinney's.)

McEvoy; lake, northeast of Finlayson lake, Yukon.

McEwen; lake, east of Kawaweogama lake, Thunder Bay district, Ont.

McFadden; lake, McClintock township, Haliburton county, Ont. (Not McFadden's.)

McFarlane; river, emptying into the south side of Athabaska lake, Sask. (Not Beaver.)

McGaw; point, at entrance to S. Baymouth, Manitoulin island, Manitoulin district, Ont.

McGillivray; post office, Middlesex county, Ont. (Not West McGillivray.)

McGrath; mountain, near lower part of Stikine river, north of Iskut river, Cassiar district, B.C.

MacGregor; point, west of Port Elgin, Bruce county, Ont.

McGregor; settlement, east shore of Kootenay lake, south of Lockhart creek, Kootenay district, B.C. (Not McGregor's.)

Macha. See Hatchau.

Machawaian; lake, southwest of Attawapiskat lake, Keewatin.

McHugh; brook, flowing into Dinorwic lake, Kenora district, Ont. (Not McHugh's creek.)

McInnes; post office, Middlesex county, Ont. (Not McInness.)

McInness. See McInnes.

McIntosh; mountain, east of Atlin lake, Cassiar district, B.C.

McIntosh; post village, Leeds county, Ont. (Not MacIntosh Mills.)

McIntyre; bay, south shore of L. Nipigon, Thunder Bay district, Ont.

McIntyre; bay, south shore of L. Suel, Kenora district, Ont.

Mackay; lake, Gloucester township, Carleton county, Ont. (Not Hemlock.)

McKay; H. B. Co. post, also settlement on Athabaska river, northeastern Alberta. (Not Fort McKay.)

McKay; mountain, southwest of Fort William, Thunder Bay district, Ont. (Not McKay's.)

McKay; reach, between Princess Royal and Gribbell islands, Coast district, B.C.

McKay; rock, southwesterly from Pulpwood point, Cockburn island, Manitoulin district, Ont.

McKee; creek, north of O'Donnel river, Cassiar district, B.C.

McKellar; channel (middle) of Kaministikwia river, Thunder Bay district, Ont. (Not McKellar river.)

McKellar; island south of Pie island, Thunder Bay district, Ont.

McKellar; point southwest of Victoria island, Thunder Bay district, Ont.

McKenzie; lake, Nightingale township, Haliburton county, Ont. (Not McKenzie's.)

Mackenzie; lake, south of N.T. Ry. and northwest of L. Nipigon, Thunder Bay district, Ont.

Mackenzie; mountain. southeast of Revelstoke, Kootenay district, B.C. (Not McKenzie.)

McKim; bay, west shore of South bay, Manitoulin island, Manitoulin district, Ont. (Not McKimm.)

McLaren. See McLaurin.

McLaughlin. See McLoughlin.

McLaurin; bay, east of East Templeton, Ottawa county, Que. (Not MacLaren.)

McLaurin: lake, northwest of lake Nipigon, Thunder Bay district, Ont.

McLay; mountain, east of Surprise lake, Cassiar district, B.C.

McLean: canyon, below the Grand falls of Hamilton river, Ashuanipi district, Que. and Ungava. (Not Bowdoin.) Named after John McLean, an officer of the H. B. Co. who discovered the falls and canyon in 1839.

McLean. See McLelan.

McLelan; rock, in Fitzwilliam channel, Manitoulin district, Ont.

McLelan; strait, northeast shore Ungava bay, Ungava. (Not McLean.)

McLennan; lake, Haycock township, Kenora district, Ont.

Macleod; town and railway station, southern Alberta. (Not Fort MacLeod.)

McLeod; mountain, west of Dease lake, Cassiar district, B.C.

McLoughlin; bay, Lama passage, Coast district; also point in Victoria harbour; B.C. (Not M'Laughlin, Maclaughlin, nor McLaughlin.)

McMahon; island, off the southeast side of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Shantee nor Shanty.)

McMaster; lake, Jones township, Renfrew county, Ont. (Not McMaster's.)

McMaster; mountain, east of O'Donnel river, Cassiar district, B.C.

Macmillan; range of mountains, and river tributary to Pelly river, Yukon.

MacMillan; railway station, Kenora district, Ont.

McMillan Corners; post office, Stormont county, Ont. (Not McMillan's Corners.)

McMullen. See Carnarvon.

McMurray; H. B. Co. post, also post settlement on Athabaska river, northeastern Alberta. (Not Fort McMurray.)

McNab; point, south of Chantry island, Bruce county, Ont.

McNair; island, St. Lawrence river, below Brockville, Leeds county, Ont.

McNevin; lake, Murchison township, Nipissing district, Ont. (Not McNevin's.)

McNicoll; mountain, southeast of Sixmile Creek station, Kootenay district, B.C.

McNutt; island, Shelburne harbour, Shelburne county, N.S. (Not McNutt's.)

Macoming. See Chiblow.

McPherson; lake, north of Frances lake, Yukon.

Macpherson; mountain, southwest of Revelstoke, Kootenay district, B.C.

Macpherson; point, northeast of Douglas point, Bruce county, Ont. (Not McPherson.)

Macoun; mountain, northwest of mount Fox, Selkirk mountains, Kootenay district, B.C.

Macquereau. See Maquereau.

McQuesten; river, tributary to Stewart river, Yukon. (Not McQuestion.)

McRae; point, south of Douglas point, Bruce county, Ont.

McReynolds; post office, Grenville county, Ont. (Not McReynold's Corners.)

McReynold's Corners. See McReynolds.

Mad; reef, between Greenough point and Lyal island, Bruce county, Ont

Madawaska; post office, Nipissing district, Ont.

Madawaska; river tributary to the Ottawa, Renfrew county, Ont.

Madendanada. See Tendinenda.

Maduxnakeag. See Meduxnekeag.

Maganasibi; river, tributary to Ottawa river, Pontiac county, Que. (Not Maganacipi nor Maganasipi.)

Maganatawan; post office and river, Parry Sound district, Ont. (Not Magnetawan nor Maganetawan.)

Maggie; lake, Finlayson township, Nipissing district, Ont. (Not Maggie's.)

Magnet; channel, island, and point, southeast of entrance to Black bay, Thunder Bay district, Ont.

Magnetawan. See Maganatawan.

Magnetic; island and reef, southeastern side of Cockburn island, Manitoulin district, Ont.

Magog; lake and river, tributary to St. Francis river, Sherbrooke and Stanstead counties, Que. (Not Little Magog lake.)

Magog; lake, in Mack township, Algoma district, Ont.

Maguire; mountain, east of Sooke inlet, Vancouver island, B.C. (Not McGuire.)

Mahogany. See Manawagonish.

Maiden; island, south shore Hudson strait, Ungava. (Not Maiden Paps.)

Maiden; island, east of Michael point, Manitoulin island, Manitoulin district, Ont.

Maikasksagi; river, north of Waswanipi river, Abitibi district, Que.

Main; channel, between Cove island and "Bad Neighbour" rock, entrance to Georgian bay, Bruce county, Ont.

Mainadieu; bay, lightstation, passage, and village, Cape Breton county, N.S. (Not Main à Dieu, Main-à-dieu, nor Menadou.)

Maitland; island, Douglas channel, north of Hawkesbury island, Coast district, B.C.

Maitland; river, emptying into lake Huron at Goderich, Huron county, Ont.

Maitland. See Port Maitland.

Makokibatan; lake, Albany river, Keewatin, and Thunder Bay district, Ont.

Makustigan; lake, south of Wetetnagami lake, Abitibi district, Que. (Not Macoostigan.)

Malaspina's. See Galiano.

Malbaie. See also Murray Bay.

Malcolm; reef, between Boyer reef and Port Elgin, Bruce county, Ont.

Male; lac du, at headwaters of St. Maurice river, Champlain county, Que.

Mallon; lake, in Rattray township, Nipissing district, Ont.

Maloney; mountain, northwest of Aishihik lake, Yukon.

Malpeque; bay, Prince county, P.E.I. (Not Richmond.)

Mamakwash; lake, at headwaters of Berens river, Keewatin. (Not Fairy.)

Mameigwess; lake, north of Attawapiskat lake, Keewatin.

Manasan; river, tributary to Burntwood river, Keewatin (Not Munosahn.).

Manawagonish; island, in St. John harbour, St. John county, N.B. (Not Mahogany, Manawoganish, nor Meogenes.)

Manawan; lake on Churchill river, below Reindeer river, central Saskatchewan.

Mang; lake, west of Kawawia lake, Kenora district, Ont. (Not Loon.)

Manganese; mountain, east of Ice river, Rocky mountains, Kootenay district, B.C.

Manicouagan. See Manikuagan.

Manicuagan. See Manikuagan.

Manigotagan; lake and river, east of lake Winnipeg, Man. (Not Bad Throat river, Muskrat lake, nor Rat Portage lake.)

Manikuagan; point and river, Saguenay county, Que. (Not Manicouagan nor Manicuagan.)

Manitoba; ledge, off west side of Yeo island, at entrance to Georgian bay, Manitoulin district, Ont.

Manitoba; reef, north of Great Duck Island, Manitoulin district, Ont.

Manitou; creek, flowing into Michael bay, Manitoulin island, Manitoulin district, Ont.

Manitou; lake, northwest of L. Nipigon, Thunder Bay district, Ont.

Manitou. See Silver.

Manitoulin; island, Manitoulin district, Ont. (Not Grand Manitoulin.)

Manitoulin gulf. See South bay.

Manitounuk; sound, north of Great Whale river, Ungava. (Not Manitounuck.)

Manitowaning; bay and village, Manitoulin district, Ont. (Not Manitouaning.)

Manitumeig; lake, west of Manitou lake, Kenora district, Ont.

Manitush; lake, southwest of Attawapiskat lake, Keewatin.

Mann; island, in upper part of lake Timiskaming, Pontiac county, Que.

Mann; island, east of Bigsby island, at entrance to Key harbour, Georgian bay, Parry Sound, district, Ont.

Manomin; lake, west of Winnange lake, Kenora district, Ont. (Not Unaminnikan.)

Manquart. See Monquart.

Mansel; island, Hudson bay. (Not Mansfield.)

Mansfield; creek, tributary to Tatshenshini river, Cassiar district, B.C. (Not Bear.)

Mansfield. See Mansel.

Manuan; lake, and river tributary to the upper St. Maurice, Champlain county, Que. (Not Manouan.)

Manuminan. See Paint.

Maple; island, St. Lawrence river, near Valleyfield, Soulanges county, Que. (Not D'Alogmy nor Thorn.)

Maple; point, at the northeast end of Gil island, Coast district, B.C.

Maple. See Goosehunting.

Maplegrove; post office, Middlesex county, Ont. (Not Maple Grove.)

Maquereau; point, Gaspé county, Que. (Not Macquereau.)

Mara; lake, east of Salmon arm of Shuswap lake, Yale district, B.C. (Not Mara arm of Shuswap lake.)

Marble Dome; mountain, south of Gladys lake, Cassiar district, B.C. (Not Brown Dome.)

Margaree; town, Inverness county, N.S. (Not Margaree Harbour.)

Margaret: lake, northeast of Turquoise lake, Alta

Margaret; lake, at headwaters of Wenasaga river, Keewatin. Not Kakinookama.)

Marguerite; bay, point, and river, north shore of lower St. Lawrence, Saguenay county, Que. (Not Ste. Marguerite.) To avoid duplication, see Ste. Marguerite river, Chicoutimi county.

Maria; lake, northwest of Tuya lake, Cassiar district, B.C.

Maria; lake, Purdom township, Thunder Bay district, Ont.

Marieville; railway station and village, Rouville county, Que.

Marieville creek. See Huron river.

Marina; island, southwest of Cortes island, Sutil channel, Coast district, B.C. (Not Mary.)

Marion; lake, west of Glacier station, Kootenay district, B.C.

Marion; point, near Dorval, Jacques Cartier county, Que. (Not Macdougall's.)

Marion. See Allan.

Marjorie; island, westward of Sandys point, St. Peters inlet, Richmond county, N.S. (Not Gooseberry.)

Mark; creek, tributary to St. Mary river, Kootenay district, B.C.

Mark; lake, northeast of Silver lake, Kenora district, Ont.

Markham; bay, northeast shore of Hudson strait, Franklin.

Marmot; mountain, north of Observation peak, Rocky mountains, Alta

Marpole; lake and mountain, at headwaters of Yoho river, Kootenay district, B.C.

Marsh, Lake; in the southern portion of Yukon, near Bennett and Tagish lakes.

Marshall Cove. See Port Lorne.

Marshall; lake, northeast of L. Nipigon, Thunder Bay district, Ont.

Mars Hill; post settlement, Carleton county, N.B. (Not Mar's Hill.)

Martel; post office, Russell county, Ont. (Not Martel Corners.)

Martel Corners. See Martel.

Marten; river, tributary to Rupert river, Mistassini district, Que.

Marten Drinking; river, emptying into Attawapiskat lake, Keewatin.

Martimoki; lake, Saguenay county, Que. (Not Martimokinipau.)

Martin; lake, northeast of North lake, Kenora district, Ont.

Martin; lake, southeast of Humboldt bay, L. Nipigon, Thunder Bay district, Ont.

Martin. See Martre.

Martineau; bay, Lorrain township, Nipissing district, Ont.

Martins; valley, east of Chancellor peak, Rocky mountains, Kootenay district, B.C.

Martre; rivière à la, Christie township, Gaspé county, Que. (Not Martin river nor R. à la Marte.)

Mary; creek, tributary to Teslin river, near M'Clintock peak, Yukon.

Mary; point, Boxer reach, Coast distrist, B.C.

Mary; shoal, south of Great Duck island, Manitoulin district, Ont.

Mary. See Marina.

Mascabin; point, at north entrance to Passamaquoddy bay, Charlotte county, N.B. (Not Mascarin.)

Mascareen; peninsula and village, Charlotte county, N.B. (Not Mascarene nor Mascarren.)

Mascarin. See Mascabin.

Mashamengoose. See Mitchinamekus.

Masinabik; lake, southeast of L. Nipigon, Thunder Bay district, Ont. (Not Masinabikaigan.)

Massasauga; point, west of Horse point, Ameliasburg township, Prince Edward county, Ont.

Masstown; lightstation, fishing and post settlement, Cobequid bay, Colchester county, N.S. (Not Debert nor Mass Town.)

Matabechawan. See Matabitchuan.

Matabitchuan; river, flowing into L. Timiskaming, below the mouth of Montreal R., Nipissing district, Ont. (Not Matabechawan nor Matabitchouan.)

Matapedia; lake, river, and village, Matane and Bonaventure counties, Que. (Not Metapedia.)

Matashi; river, headwaters of Gatineau river, Berthier county, Que.

Matawa. See Shamattawa.

MATCHIMANITO; lake, southwest of lake Millie, Abitibi district, Que.

MATHESON; island, west of the north entrance to the narrows of lake Winnipeg, Man. (Not Snake.)

MATHESON; mountain, on east side of Bennett lake, Yukon.

MATILDA; lake, Redditt township, Kenora district, Ont.

MATSATU; river, tributary to Nahlin river, Cassiar district, B.C.

MATTAGAMI; lake, and river tributary to Nottaway river, Abitibi district, Que.

Matinatinda. See Tendinenda.

MATTAWA; lake, at headwaters of St. Maurice river, Champlain county, Que.

MATTAWAGOSIK; lake, south of Abitibi lake, Abitibi district, Que. (Not Island, Mattawagosig nor Obadowagashing.)

MATTHEW; creek, tributary to St. Mary river, Kootenay district, B.C.

MATTHEWS; point, Active pass, strait of Georgia, New Westminster district, B.C.

MATTICE; lake, south of N.T. Ry. and northwest of L. Nipigon, Thunder Bay district, Ont.

MAUGER; beach, at entrance to Halifax harbour, Halifax county, N.S. (Not Meagher.)

MAUNOIR; butte, near confluence of Lewes and Teslin rivers, Yukon.

MAURELLE; island, between "Hole in the wall" and Surge narrows, Coast district, B.C. The eastern portion of what was formerly Valdes island.

MAUS; creek, east of Kootenay river, south of Steele, Kootenay district, B.C. (Not Mouse.)

MAYBANK; post office, Huntingdon county. Que. (Not May Bank.)

Maybee. See Mabee.

MAYES; point, at northerly end of Read island, Sutil channel, Coast district, B.C. (Not Mayor.)

MAYFLOWER; island, at entrance to Thomas bay, Manitoulin island, Manitoulin district, B.C.

MAYNARD; lake, English river, Kenora district, Ont. (Not Maynard's.)

MAYNE; island and post village, in the southern portion of the strait of Georgia, New Westminster district, B.C.

MAYO; brook and lake, tributary to Stewart river, Yukon.

Mayor. See Mayes.

Mazokama. See Kama.

MEACHAM; creek, tributary to St. Mary river, Kootenay district, B.C. (Not Caribou nor Whitefish.)

MEADOW; creek, branch of Sulphur creek, Indian river, Yukon.

Meadow. See Linklater.

Meadow. See Ripple.

Meagher. See Mauger.

MEANDER; brook, south of Eagle lake, Kenora district, Ont.

Mecatina. See Mekattina.

Medicine Lodge. See Lodge.

MEDICINE-STONE; lake, south of Red lake, Keewatin. (Not Medicine Stone.)

MEDUXNEKEAG; river, tributary to St John river, Carleton county, N.B. (Not Maduxnakeag nor Meduxnakeag.)

MEDWAY; seaport town, Queens county, N.S. (Not Port Medway nor Port Metway.)

MEEHIN; brook, flowing into Minas channel, Kings county, N.S. (Not Meehins.)

MEGANTIC; county, lake, and village, Que. (Not Lake Megantic village.)

MEGGISI; brook, tributary to upper Winisk river, below Tabasokwia river, Keewatin.

MEGGISI; lake, southeast of Anzhekumming lake, Kenora district, Ont. (Not Small Trout.)

Megiskun. See Migiskan.

Mehollan. See Mulholland.

Meholland. See Mulholland.

MEISNER; point, east side of Mahone bay, Lunenburg county, N.S. (Not Meisener nor Misener.)

Mejomanguse. See Mitchinamekus.

MEKATTINA; cape, islands, and river, Saguenay county, Que. (Not Mecatina, nor Little Mecattina river.)

MEKINAK; lake, river, and township, Champlain county, Que. (Not Mekinac.)

Mekiscan. See Megiskan.

MELDRUM; point, northwestern end of Manitoulin island, Manitoulin district, Ont. (Not Mildram nor Mildrum.)

MELVILLE; island, Admiralty group, St. Lawrence river, Leeds county, Ont. (Not Hay.)

MELVILLE; lake, an expansion of Hamilton inlet, Ashuanipi district, Que. (Not Groswater bay.)

MELVILLE; point, south of Srigley bay, Manitoulin district, Ont.

MELVILLE; shoal, east of northeast end of Amherst island, Frontenac county, Ont. (Not Seven Acre.)

Menadou. See Mainadieu.

Menan. See Grand Manan.

MENDENHALL; river, tributary to Takhini river, Yukon.

MENESATUNG; park, north of Goderich, Huron county, Ont.

MENIKWESI; lake, west of Kawawia lake, Kenora district, Ont.

Menjobaguse. See Mitchinamekus.

MENNIN; lake, southeast of Dinorwic lake, Kenora district, Ont. (Not Blueberry nor Shallow.)

Meogencs. See Manawagonish.

MERIGOMISH; island and village, Pictou county, N.S. (Not Big island nor Merigomishe village.)

Mcrion. See Mirond.

MERMAID; island, Admiralty group, St. Lawrence river, Leeds county. Ont. (Not Pine.)

Mescoh. See Misko.

MESKWATESSI; lake, east of Atikwa lake, Kenora district, Ont.

MESTOWANA; lake, northeast of Lost lake, Kenora district, Ont.

METABETCHOUAN; post office, river, and township, Chicoutimi county, Que. (Not Metabechouan.)

Metaghan. See Meteghan

Metapedia. See Matapedia.

Metchiskan. See Migiskan.

METEGHAN; river and village, Digby county, N.S. (Not Metaghan.)

METEGHAN STATION; post office, Digby county, N.S. (Not Metaghan.)

METHUEN; reef, south shore Manitoulin island, Manitoulin district, Ont.

METHY; lake, on Burntwood river, Keewatin. (Not Long.)

METIS; lake, point, river, and village, Matane county, Que. (Not Mitis nor Great Metis.)

Metiscan. See Migiskan.

METLAKATLA; bay and village, Chatham sound, Coast district, B.C. (Not Metlah Catlah, Metla-Catlah, Metla-kathla, Methlakahtla, Metla Catla, nor Metla-Katla.)

MICHAEL; bay and point, south shore of Manitoulin island, Manitoulin district, Ont.

MICHAEL; peak, in the President range, Rocky mountains, Kootenay district, B.C. (Not Michael's.)

Michagama. See Kitchigama.

MICHAUD; creek, tributary to Klondike river, Yukon.

MICHAUD; creek, west of Lower Arrow lake, Kootenay district, B.C.

MICHIE; mountain, east of lake Marsh, Yukon.

MICHIKAMOG; lake, northwest of Attawapiskat lake, Keewatin.

MICHIKENIS; river, east of Wunnummin lake, upper waters of Winisk river, Keewatin.

MICHIKENOPIK; brook, tributary to Pizustigan river, upper Winisk river, Keewatin.

MICHIPICOTEN; harbour, island, river, and village, Manitoulin district, Ont. (Not Michipicoton.)

MIDDLE; creek, tributary to Tahltan river, Cassiar district, B.C.

MIDDLE; mountain, near lower part of Stikine river, south of Porcupine creek, Cassiar district, B.C.

MIDDLE; river, Pictou county, N.S. (Not Middle river of Pictou.)

Middle Br. Highwood R. See Pekisko creek.

Middle Br. West R. See Dalesville R.

MIDDLEBRUN; bay, channel, and island, south of entrance to Black bay, Thunder Bay district, Ont.

Middle Caledonia. See Caledonia.

MIDDLE DUCK; island, south of Inner Duck island, Manitoulin district, Ont.

Middleport. See Tuscarora.

MIDDLE SAVAGE; islands, northwest of Pritzler harbour, Hudson strait, Franklin. (Not islands of God's Mercie (eastern).)

MIDDLETON; island, at the mouth of Broadback river, Abitibi district, Que.

MIDDLETON; mountain, southeast of lake Evans, Abitibi district, Que.

MIDJIK; point, on east side of Passamaquoddy bay, Charlotte county, N.B. (Not Midgic, Midjic, nor Mijic bluff.)

MIGISKAN; river, flowing westerly from the height of land near sources of St. Maurice river into Shabogama lake, Abitibi district, Que. (Not Megiskun, Mekiscan, Metchiskan, nor Metiscan.)

Mijic. See Midjik.

MIKWASACH; lake, west of Opemiska lake, Abitibi district, Que. (Not Wikwasash.)

Mildram. See Meldrum.

Mildrum. See Meldrum.

MILE; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Huckleberry.)

Mile. See Victoria.

MILES; canyon, on Lewes river, above Whitehorse rapid, Yukon.

MILES; point, Gabriola island, strait of Georgia, New Westminster district, B.C. (Not Schooner.)

MILLAR; post office, Grenville county, Ont. (Not Millar's Corners.)

Millar's. See Riall.

Millar's Corners. See Millar.

MILLER; creek, tributary to Sixtymile river, Yukon.

MILLER; lake, southwest of Williams bay, L. Seul, Kenora district, Ont.

MILLER; point, western entrance point of Robinson cove, Big island, bay of Quinte, Prince Edward county, Ont. (Not Miller's.)

MILLE-ROCHES; post village, Stormont county, Ont.

MILLE-VACHES; bay, point, and river, Saguenay county, Que. (Not Saut de Mouton river.)

MILLIE; lake, northeast of Matchimanito lake, Abitibi district, Que.

MILLSTREAM; river, flowing easterly into Nipisiguit bay, Gloucester county, N.B. (Not Little Nipisiguit nor Nipisiguit Millstream.)

MILTON; bank, southeast of Wells shoal, Bruce county, Ont.

MILTON; island, north of Wolfe island, St. Lawrence river, Frontenac county, Ont. (Not Amazon.)

MILTON; point, between Lonely and Lougheed bays, Manitoulin island, Manitoulin district, Ont.

MILTON; town and railway station, Halton county, Ont. (Not Milton West.)

MILTONBRAE; post office, Gloucester county, N.B. (Not Milton Brae.)

Milton West. See Milton.

MIMINEGASH; river and village, Prince county, Prince Edward Island. (Not Big or North Miminigash, nor Minimegash.)

MIMINISKA; lake, Albany river, Thunder Bay district, Ont. and Keewatin.

MIMOMINATIK; brook, emptying into Kapkichi lake, upper Winisk river, Keewatin.

MINAGO; river, emptying into Cross lake, Keewatin. (Not Pine.)

MINAS; basin, east arm of the bay of Fundy, Colchester, Cumberland, Hants, and Kings counties, N.S. (Not Basin of Mines nor Mines Basin.)

MINDEMOTA; river, emptying into Providence bay, Manitoulin island, Manitoulin district, Ont.

MINERAL; creek and town, north of Caribou creek, Kootenay district, B.C.

Mineronte. See Mirond.

MINERS; range of mountains, near lake Laberge, Yukon.

Mines basin. See Minas basin.

MINETTE; bay, Kitimat arm, Coast district, B.C.

Minimegash. See Roseville.

MINK; reef, Manitoulin island, northwest of Steevens island, Manitoulin district, Ont.

Mink. See Ninette.

MINNAWEISKAG; lake, south of Dinorwic lake, Kenora district, Ont. (Not Kaminnaweiskagwok.)

MINNEHAHA; lake, north of Peak lake, Kenora district, Ont. (Not Kiskopkechewans.)

MINNESABIK; lake, south of Separation lake, Kenora district, Ont.

MINNEWAKAN; post village, Posen municipality, Man.

MINNEWANKA; lake, in the Rocky Mountains park, Alberta. (Not Devil's Head.)

MINNIE BELL; creek, tributary to Flat creek, Klondike river, Yukon.

MINNIKAU; river, east of Minnitaki lake, Kenora district, Ont.

MINNITAKI; lake and railway station, Kenora district, Ont. (Not Minnietakie.)

MINT; creek, branch of Hunker creek, Klondike river, Yukon.

MINTO; mountain, west of Atlin lake, near north end, Cassiar district, B.C.

MIRAMICHI; bay and river, Northumberland county, N.B. (Not Mirimichi.)

Mirimichi. See Miramichi.

MIROND; lake, headwaters of Sturgeon-weir river, eastern Saskatchewan. (Not Heron, Merion, Mineronte, nor Stone.)

MIRROR; lake, west of lake Louise, Alta.

MISAMIKWASH; lake, west of Wunnummin lake, upper waters of Winisk river, Keewatin.

MISCOU; island, harbour, and point, Gloucester county, N.B. (Not Miscow, Mya, nor North Mya.)

Misener. See Meisner.

MISERY; bay and point, south shore Manitoulin island, Manitoulin district, Ont.

MISHOMIS; lake, southwest of Grand lake Victoria, Pontiac county, Que.

Misinabi. See Missinaibi.

MISKATLA; Indian village, Douglas channel, opposite Maitland island, Coast district, B.C, (Not Mis-ka-tla.)

MISKITTENAU; lake, at headwaters of Rupert river, Mistassini district, Que.

MISKO; creek, tributary to Ottertail river, Rocky mountains, Kootenay district, B.C. (Not Mescoh.)

MISKWABI; lake, Dudley township, Haliburton county, Ont. (Not Mis-quah-be-nish.)

Mis-quah-be-nish. See Miskwabi.

MISSAGUASH; river, emptying into Cumberland bay, Westmorland county, N.B. (Not Misseguash, Missiguash, nor Missiquash.)

Missanabie. See Missinaibi.

Misseguash. See Missaguash.

Missiguash. See Missaguash.

Missinaibi; lake and railway station, Algoma district, also river flowing from the lake into Moose river, Algoma and Sudbury districts, Ont. (Not Misinabi nor Missanabie.)

Missinnippi. See Churchill.

Mission; bay, and channel (southern) of Kaminis tikwia river, Thunder Bay district, Ont. (Not Mission river.)

Mission; mountain, on Tsimpsean peninsula, west of Prince Rupert harbour, Coast district, B.C.

Missipisew; river, tributary to Grass river, Keewatin.

Missiquash. See Missaguash.

Mississagi; bay, island, river, and strait, at north end of lake Huron, Algoma and Manitoulin districts, Ont. (Not Mississauga.)

Mississagua; brook and lake, Peterborough county, Ont. (Not Gull lake.)

Mista; a peak of the Valkyr mountains, Kootenay district, B.C.

Mistake; mountain, northwest of L. Laberge, Yukon.

Mistassibi; river, tributary to Mistassinni R., Lake St. John county, Que. (Not Muskosibi.) Reversal of previous decision.

Mistassini; district and lake, northwestern Quebec.

Mistassinis. See Albanel.

Mistaya; river, at headwaters of Saskatchewan river, Alta. (Not Little fork of the Saskatchewan nor Bear Creek.)

Mistigouche. See Mistikus.

Mistigougèche. See Mistikus.

Mistikus; lake, Rimouski county, Que. (Not Mistigouche nor Mistigougèche.)

Mitchell; bay and point, L. St. Clair, Kent county, Ont. (Not Mitchell's.)

Mitchell Bay; post village, Kent county, Ont. (Not Mitchell's Bay.)

Mitchinamekus; lake and river, headwaters of Lièvre river, Berthier, Champlain, Maskinonge, and St. Maurice counties, Que. (Not Mashamengoose, Mejomanguse, nor Menjobaguse.)

Mitis. See Metis.

Mitishto; river, tributary to Grass river, below Wekusko lake, Keewatin.

Moberly; creek, west of Lower Arrow lake, Kootenay district, B.C.

Moira; river, emptying into the bay of Quinte, near Belleville, Hastings county, Ont.

Moisie; bay, point, river, rock, and shoal, Saguenay county, Que. (Not Moisi nor Moisic.)

Mokwawastuk; lake, at headwaters of Marten river, Mistassini district, Que. (Not Mokwahwastuk.)

Molar; mountain, northeast of mount Hector, Rocky mountains, Alta.

Molus; river, tributary to Richibucto river, Kent county, N.B. (Not Moulie's.)

Monckland; post village and railway station, Stormont county, Ont. (Not Moncklands, Monklands, nor Moncklands Station P.O.)

Mondonak; lake and river, upper waters of Manuan river, Champlain county, Que.

Monell; reef, at entrance to Wood bay, Manitoulin island, Manitoulin district, Ont.

Money; point, on the southerly portion of Hawkesbury island, Coast district, B.C.

Mongus; lake, near Manitou lake, Kenora district, Ont.

Monk; lake, Cardiff township, Haliburton county, Ont.

Monklands. See Moncklands.

Monmouth; lake, Monmouth township, Haliburton county, Ont.

Monquart; river, tributary to St. John river, Carleton county, N.B. (Not Manquart nor Munquart.)

Monroe; creek and lake, near Moyie lake, Kootenay district, B.C.

Monts; pointe des, Saguenay county, Que. See also Pointe-des-Monts.

Monsomshi; lake, on Severn river, Keewatin. (Not Mon-som-shi-pin-net.)

Montague; lake, Skead township, Nipissing district, Ont.

Montague; village, Kings county, P.E.I. (Not Montague Bridge.)

Montana; creek, tributary to Yukon river, above Dawson, Yukon.

Montebello; railway station and village, Ottawa county, Que. (Not Monte Bello.)

Montée du Lac; cove and landing, on the St. Lawrence, west of Cap Brulé, also road leading from thence to St. Joachim lakes, Montmorency county, Que.

Montée du Lac. See Cap Brulé.

Montgomery. See McCoy.

Montgomery. See Young.

Montreal; channel, west of Edward island and south of entrance to Black bay, Thunder Bay district, Ont.

Montreal; lake and river, south of Churchill river, central Saskatchewan. (Not Rapid river.)

Montreal; river, flowing southeasterly into L. Timiskaming, Nipissing district, Ont.

Montrose; cape, Markham bay, Hudson strait, Franklin.

Monumental; island, southeast of Clements Land, Franklin.

Moody; point, Boxer reach, Coast district, B.C.

Moonshine. See Uphill.

Moore; lake, Lutterworth township, Haliburton county, Ont. (Not Moore's.)

Moore; point, southerly coast of Digby island, Coast district, B.C.

Moore; post village, Lambton county, Ont. (Not Mooretown.)

Moore; rock, Blunden harbour, Queen Charlotte sound, Coast district, B.C.

Moose; creek, tributary to Fortymile river, near international boundary, Yukon.

Moose; lake, north of Cedar lake, Keewatin.

Moose. See Bonald.

Moosehorn; lake, west of Grand lake Victoria, Pontiac county, Que.

Moosejaw; creek and town, Sask. (Not Moose Jaw.)

Mooseskin; creek and mountain, near mouth of Klondike river, Yukon.

Mooshaulagan. See Mushalagan.

Mooyie. See Moyie.

Moraine; lake, south of mount Temple, Alta.

Morgan; lake, south of Silver lake, Kenora district, Ont.

Morice; lake and river, tributary to Bulkley river, Cassiar district, B.C. (Not Morrice.)

Moricetown; village, on Bulkley river, Cassiar district, B.C. (Not Morricetown.)

Morley; river, emptying into Teslin lake, Yukon.

Morrice. See Morice.

Morricetown. See Moricetown.

Morris; river, tributary to Red river, southern Manitoba. (Not Boyne, Ile de Bois, nor Scratching.)

Morris; town, in southern Manitoba.

Morrison; mountain, on Yukon river, near international boundary, Yukon.

Morse; basin, east of Kaien island, Coast district, B.C

Morse; mountain, south of Tuck inlet, Coast district, B.C.

Moses Oates; cape, Charles island, Hudson strait, Ungava.

Mosher; island and point, east side of St. Margaret bay, Halifax county, N.S. (Not Grampus.)

Mosquito; creek, tributary to Columbia river, Kootenay district, B.C.

Mosquito; creek, tributary to Bonanza creek, Yukon.

Mouat; channel and reef, off southeast point of Vancouver island, B C. (Not Mouatt.)

Mouat; islands off southwest coast of Texada I., New Westminster district, B.C. (Not Mouatt.)

Mouat; point, west point of Pender island, New Westminster district, B.C. (Not Mouatt.)

Mouat; rock, in Goletas channel, northern coast of Vancouver island, B.C. (Not Mouatt.)

Mouatt See Mouat.

Mouchalagan. See Mushalagan.

Mouile. See Mouillée.

Mouille. See Mouillée.

Moulie's. See Molus.

Mouillée; point, in the St. Lawrence, Glengarry county, Ont. (Not Mouille nor Mouile.)

Mountain; lake, southwest of lake Lindeman, Cassiar district, B.C. (Not Long lake.)

Mountain. See Cliff.

Mountain. See Liard.

Mountain. See Watchi.

Mount Johnson; post office and railway station, Iberville county, Que. (Not St. Grégoire.)

Mouse. See Maus.

Moyie; lakes, river, and town, in southwestern portion of Kootenay district, B.C. (Not Mooyie.)

Muchuya; creek, tributary to Kakuchuya river, Cassiar district, B.C.

Mud; glacier, northeast of mount Purity, Selkirk mountains, Kootenay district, B.C.

Mud. See Chilako.

Mud. See Gillies.

Mud. See Kabagukski.

Muddy. See Pikitigushi.

Muddy Water. See Apeganau.

Mudjatik; river, tributary to Churchill river, north of Ile à la Crosse, Sask. (Not Caribou nor Mudjatick.)

Muhigan; river, emptying into Sipiwesk lake, Keewatin. (Not Wolf nor Wolf Rand.)

Muirkirk; railway station and village, Oxford township, Kent county, Ont. (Not Muir Kirk.)

Mukoman; river, tributary to Churchill river, Sask.

Mulcaster; island, Navy group, St. Lawrence river, Leeds county, Ont. (Not Sugar.)

Mulholland; point, Campobello island, Charlotte county, N.B. (Not Mulholland's, Meholland, nor Mehollan.)

Mulvey; creek, tributary to Slocan river, Kootenay district, B.C.

Mummery; mountain, west of Blaeberry river, Rocky mountains, Kootenay district, B.C.

Munosahn. See Manasan.

Munquart. See Monquart.

Munro; creek, emptying into Gladys lake, Cassiar district, B.C.

Munro; mountain east of Atlin lake, Cassiar district, B.C.

Munro; point, St. Ann harbour, Victoria county, N.S. (Not Munroe nor Munro's.)

Munroe Mills; post office, Glengarry county, Ont. (Not Munro's Mills nor Munroe's Mills.)

Murchison; cape, southeast end of Brevoort island, Franklin.

Murchison; island, L. Nipigon, Thunder Bay district, Ont. (Not Murchison's.)

Murphy; harbour and point, south shore of Manitoulin island, Manitoulin district, Ont.

Murphy; lakes, north of Tulameen river, Yale district, B.C. (Not Eagle nor Fish.)

Murray; canal, in Murray and Brighton townships, connecting the bay of Quinte with Presqu'ile bay, Northumberland county, Ont.

Murray; creek, tributary to Sutherland river, south of Lesser Slave lake, central Alberta.

Murray; island, St. Lawrence river, below Brockville, Leeds county, Ont.

Murray; point, Markham bay, Hudson strait, Franklin.

Murray; reef, southwest of Dead island, also rocks south of Dead island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Murray Bay (Eng. usage), **Malbaie** (Fr. usage); village, Charlevoix county, Que. (Not Mal Bay, Malbay, nor Malbaye.)

Muscote; bay, off Big bay, southwest side of the bay of Quinte, Prince Edward county, Ont.

Mushalagan; lake, Saguenay county, Que. (Not Mooshaulagan nor Mouchalagan.)

Muskoka; lake and river, Muskoka district, Ont

Muskosibi. See Mistassibi.

Muskrat. See Manigotagan.

Muskwaro; point and river, Saguenay county, Que. (Not Musquarro.)

Muskwesi; river, flowing into north end of Southern Indian lake, Sask.

Mussen; mountain, near southern end of Atlin lake, Cassiar district, B.C.

Mutchmore; point. south shore Manitoulin island, Manitoulin district, Ont.

Mya; point, Shippigan island, Gloucester county, N.B. (Not South Mya.)

Mya. See Miscou.

Myers; island, southwest of Lynedoch island, St. Lawrence river, Leeds county, Ont.

Myers; point, Sidney township, Hastings county, Ont.

Myles; shoal, opposite Kingston, Frontenac county, Ont. (Not Royal George.)

Myra; cove and island, Blind bay, Halifax county, N.S. (Not Myra's.)

Mystery; lake, southwest of Cliff lake, Kenora district, Ont.

N

Naas. See Nass.

Nabcsipi. See Nabisipi.

Nabesippi. See Nabisipi.

Nabisipi; river, north shore gulf of St. Lawrence Saguenay county, Que. (Not Nabesipi nor Nabesippi.)

Nacawicac. See Nackawic.

Nackawic; river and village, York county, N.B. (Not Nacawicac nor Nackawick.)

Nadahini; river, tributary to Chilkat river, Cassiar district, B.C.

Nadina; mountain, and river flowing into François lake from the west, Cariboo district, B.C. (Not Nadinaka river nor Nadinako river.)

Nahlin; river, tributary to Inklin river, Cassiar district, B.C.

Nahoni; mountains, and lakes (upper, lower and middle), at headwaters of Porcupine river, Yukon. (Not Nahone.)

Nainlin; brook, tributary to lower Gravel river, Mackenzie, N.W.T.

Najan; river, tributary to St. Maurice river, above Manuan river, Champlain county, Que.

Najualand. See Najwalwank.

Najwalwank; lake, Quebec county, Que. (Not Kajoualwang nor Najualand.)

Nakimu; caves, in valley of Cougar creek, Selkirk mountains, Kootenay district, B.C.

Nakina; river, tributary to Taku river, Cassiar district, B.C.

Nakonake; river, tributary to Sloko river, Cassiar district. B.C.

Nakusp; creek, railway terminus, and town, east side of Upper Arrow lake, Kootenay district, B.C (Not Na-Kusp.)

Nalta. See Fraser.

Naltesby; lake, on telegraph trail, north of Chilako river, Cariboo district, B.C. (Not Bobtail.)

Namawash; lake, upper Ottawa river, northwest of Grand lake Victoria, Pontiac county, Que.

Namego; lake, south of Separation lake, Kenora district, Ont.

Namegos; lake, south of Matchimanitou lake, Montcalm county, Que. (Not Nemegos.)

Namegosis; lake, south of Matchimanito lake, Montcalm county, Que. (Not Nemegosis.)

Nameiben; lake, north of Kagianagami lake, Thunder Bay district, Ont.

Nameins; rapids, upper Winisk river, Keewatin.

Namiska. See Nemiskau.

Namew; lake, northeast of Cumberland lake, Sask. (Not Sturgeon.)

Nankika; lake, northwest of Attawapiskat lake, Keewatin.

Nankivell; islands, Blunden harbour, Queen Charlotte sound, Coast district, B.C.

Nankivell; point in Nanoose harbour, east coast of Vancouver island, B.C.

Napetipi; river, north shore gulf of St. Lawrence, Saguenay county, Quebec.

Nares; lake, between Bennett and Tagish lakes, Yukon.

Nares; mountain east of north end of Bennett lake, Yukon.

Nares; point, Departure bay, east coast of Vancouver island, B.C. (Not Boulder.)

Narchilla; brook, emptying into McPherson lake, Yukon.

Narrow. See Bagot.

Nass; bay and river, north of Skeena river, Coast district, B.C. (Not Naas, Nasse, nor Naas harbour.)

Natashkwan; harbour, point, and river, Saguenay county, Que. (Not Little Natashquan harbour nor Natashquan.)

Natchipotchi; lake, at the head of Etchipotchi river, Abitibi district, Que. (Not Natchipoishi.)

Nation. See Petite Nation.

Nation. See South Nation.

Natla; river, tributary to Gravel river, Mackenzie, N.W.T.

Naumulten; mountain, east of head of Lower Arrow lake, Kootenay district, B.C.

Nauyats; island, southeast shore Ungava bay, Ungava.

Navy; group of islands, St. Lawrence river, below Ganaoque, Leeds county, Ont.

Navy; island, Bedford basin, Halifax harbour, Halifax county, N.S. (Not Stephens nor Stevens.)

Nawapitechin; river, tributary to Kinojevis river, Pontiac county, Que. (Not Nawaspiteshins.)

Neal. See Neil.

Neale; lake, northeast of Lloydminster, Sask.

Nechako; river, tributary to Fraser river, Cariboo district, B.C. (Not Nechaco nor Nechacco.)

Nechigona; lake, at headwaters of Berens river, Keewatin. (Not Hair.)

Nedluk; lake, west of Koksoak river, Ungava.

Needle; mountain, between the "big bends" of Watson and Wheaton rivers, Yukon.

Needles Eye; island, Brock group, St. Lawrence river, Leeds county, Ont.

Negik; lake, south of Churchill river and east of Pelican narrows, Sask.

Neil; harbour, Cape Breton county, N.S. (Not Neal, Neals, nor Neil's.)

Nelles; post office, Haldimand county, Ont. (Not Nelles Corners nor Nelles' Corner.)

Nelles' Corners. See Nelles.

Nello; river, headwaters Klondike river, Yukon.

Nelly; point, on the northwest portion of Princess Royal island, Coast district, B.C.

Nelson; lake, on Churchill river, Keewatin.

Nelson; lake, west of Edgar lake, Cassiar district, B.C.

Nelson; river, flowing from lake Winnipeg into Hudson bay, Keewatin. The two channels by which it drains the lake are east branch and west branch. (Not East river and West river.)

Nelson. See Fort Nelson.

Nemegos. See Namegos.

Nemegosis. See Namegosis.

Nemei; river, tributary to Churchill river, below Reindeer river, Sask. (Not Sturgeon.)

Nemeiben; bay, lake, and river, lac LaRonge, Sask.

Nemeibennuk; lake, west of Anzhekumming lake Kenora district, Ont. (Not Sucker.)

Nemeigusabins; lake, near the upper waters of Winisk river, Keewatin.

Nemikachi; lake, upper waters of Lievre river, Maskinongé county, Que. (Not Nemicachingue.)

Nemiskau; lake, an expansion of Rupert river, Mistassini district, Que. (Not Namiska.)

Nemo; creek, west of Slocan lake, Kootenay district, B.C.

Ne-na-tik-go. See Ninatigo.

Nepigon. See Nipigon.

Nepihjee. See Leaf.

Nepisiguit. See Nipisiguit

NEPTUNE HEAD; point, at entrance to Stupart bay, Hudson strait, Ungava.

Nesto. See Hippa.

NESTON; lake, west of L. Devizes, Thunder Bay district, Ont.

NET; lake, Cassels and Strathy townships, Nipissing district, Ont.

Net Setting. See Setting.

NETLEY; creek and lake, south of lake Winnipeg, Man. (Not Nettly nor Nipuwin.)

NETLEY; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

NEVIN; mountain, west of Hendon river, Cassiar district, B.C. and Yukon.

NEWAGAMA; lake, southeast of Abitibi lake, Pontiac county, Que.

NEWBURG; post village and railway station, Carleton county, N.B. (Not Newburgh Junction.)

Newburgh Junction. See Newburg.

NEW CANAAN; post office, Kings county, N.S. (Not Canaan.)

NEWELL; sound, southwest shore of Frobisher bay, Franklin. (Not Kangerflung.)

New Galloway. See Galloway.

New Galway. See Galloway.

New Liskeard. See Liskeard.

NEWMARKET; post village, York county, N.B. (Not New Market.)

NEWROSS; post office, Dundas county, Ont. (Not New Ross.)

NEWTON; fiord, Frobisher bay, Franklin. (Not Tornait.)

Newton. See Newtown.

NEWTOWN; village, King's county, N.B.

NEWTOWN; village, Guysborough county, N.S. (Not Newton nor New Town.)

New Wiltshire. See Wiltshire.

NEW ZEALAND; creek, tributary to Indian river, Yukon

NIAGARA; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

NIBINAMIK; lake, southwest of Wapikopa lake, upper Winisk river, Keewatin.

NIBLOCK; mountain and pass, northeast of Popes peak, Alta.

NICHOLAS; islets, northeast of Vansittart island, Queen Charlotte sound, Coast district, B.C. (Not Nicolas.)

Nickadow. See Nigadu.

NICOL; lake, Lorrain township, Nipissing district, Ont.

Nicolas. See Nicholas.

NICTAU; village, at the forks of Tobique river, Victoria county, N.B.

NICTOR; lake, headwaters of Little Tobique river, Restigouche county, N.B.

NIDDERY; islands, northeast of Lynedoch island, St Lawrence river, Leeds county, Ont.

NIDHE; brook, tributary to Gravel river, above Ekwi river, Mackenzie, N.W.T.

NIGADU; river and village, Gloucester county, N.B. (Not Nickadow, Nigado, nor Nigadoo.)

Niganishe. See Ingonish.

NIGEI; island, near northwest end of Vancouver island, B.C. (Not Galiano.) To avoid duplication. See Galiano island, strait of Georgia.

NIGGER; island, between Belleville and Trenton; Hastings county, Ont.

NIGGER; narrows, bay of Quinte, Hastings county, Ont. (Not Nigger island narrows.)

NIKABAU; lake and river, headwaters of Ashuapmuchuan river, Chicoutimi county, Que.

NIKANASSIN; range of mountains, extending from the upper end of Brulé lake on Athabaska river to the north branch of Brazeau river, Alta.

NILES; mountain, southeast of mount Balfour, Kootenay district, B.C.

NIMPKISH; lake and river, in northwest portion of Vancouver island, B.C. (Not Karmutsen lake nor Kla-anch river.)

NIMROD; lake, southwest of Bakado lake, Kenora district, Ont.

NINATIGO; lake, Stanhope township, Haliburton county, Ont. (Not Ne-na-tik-go.)

NINEMILE; point, also Ninemile Point lightstation, southwest end of Simcoe island, Frontenac county, Ont. (Not Gage.)

NINETTE; island, Navy group, St. Lawrence river, Leeds county, Ont. (Not Mink.)

NIORD; mountain, west of Slocan lake, Kootenay district, B.C.

NIPIGON; bay, lake, river, and railway station, Thunder Bay district, Ont. (Not Nepigon nor Neepigon.)

Nipisiguit Millstream. See Millstream river.

NIPISIGUIT; lake and river, emptying into the bay of same name, Gloucester county, N.B. (Not Nepisiguit, Nipisiquit, nor Nipisghit.)

NIPMENANNI; river, a tributary of Shoshokwan river, upper Ottawa, Pontiac county, Que. (Not Nipmenane.)

NIPPLE; mountain, east of Frances lake, Yukon.

NIPUKATASI; river, emptying into Kenoniska lake, southeast of lake Evans, Abitibi district, Que. (Not Nipukatase.)

Nipuwin. See Netley.

Niskitogisew. See Kiskittogisu.

NISLING; river, tributary to White river, east of Wellesley lake, Yukon. (Not Tahte.)

Nistowasis. See Threepoint.

NISUTLIN; river, emptying into Teslin lake, Yukon.

Nixon. See Towinout.

Noddawai. See Nottaway.

Nodway. See Nottaway.

NOEL; harbour, Crooks inlet, Hudson strait, Franklin.

Noel. See Nowell.

NOGOLD; creek, tributary to Stewart river, Yukon

NOIX; ile aux, Richelieu river, St. Johns county, Que. (Not Fort Lennox.)

NOLIN; island, at junction of Attawapiskat and Boulder rivers, Keewatin.

NOMINING; lake, post office, and railway station, Ottawa county, Que. (Not Nominingue.)

NONWATIN; lake and river, tributary to Black Sturgeon river, south of L. Nipigon, Thunder Bay district, Ont. (Not Nonwatan.)

NONWATINOSE; lake, on Black Sturgeon river, south of L. Nipigon, Thunder bay district, Ont.

Noolki. See Nulki.

Noores. See Bath.

NORBURY; lakes, east of Kootenay river, south of Steele, Kootenay district, B.C. (Not Fish.)

NORDENSKIÖLD; river, tributary to Lewes river, Yukon.

NORNS; mountains, southeast of Airy mountain, Kootenay district, B.C.

NORQUAY; mountain, northwest of Banff, Alta.

NORSE; lake, north of Rosamond lake, Kenora district, Ont. (Not Nurse.)

NORTH, bay, north shore of Hudson strait, Franklin.

NORTH; channel, between Manitoulin island and the north shore of lake Huron, Manitoulin district, Ont.

NORTH; lake, Harburn township, Haliburton county, Ont.

North. See Gladys.

North. See Hall.

North. See Old Factory.

NORTH ALBERT; peak, northwest of Albert peak, Selkirk mountains, Kootenay district, B.C.

North Corner. See Norths.

North Cornwall. See Cornwall.

North Devon. See Devon.

NORTH DUCK; river, emptying into Duck bay, lake Winnepegosis, Man. (Not Duck River North.)

North Branch (Kicking Horse R.) See Amiskwi.

NORTHEAST; bay, Shabogama lake, Abitibi district, Que.

Northfield. See Hennigar

North Foreland. See Long.

North Foreland. See Queen Elizabeth.

North Fork. See Yoho.

North Lincoln. See Ellesmere.

North Lizard. See Rowe.

North Mya. See Miscou.

North Nation. See Petite Nation.

North Porpoise. See Ridley.

NORTHPORT; shoal and village, Sophiasburg township, Prince Edward county, Ont.

NORTH RUSTICO; lightstation and post village, Queens county, P.E.I. (Not Grand Rustico.)

NORTHS; post village, Kings county, N.S. (Not North Corner.)

North Skeena. See Inverness.

North Somerset. See Somerset.

NORTH STAR; hill, north of St. Mary river, Kootenay district, B.C.

Northumberland. See Cumberland.

NORTH VERMILION; settlement, on north side of Peace river, Alta.

North Wiltshire. See Wiltshire.

NORTH WIND; lake, southeast of Humboldt bay, L. Nipigon, Thunder Bay district, Ont. (Not North Wing.)

NOTTAWAY; river, flowing from Mattagami lake into James bay, Abitibi district, Que. (Not Noddawai nor Nodway.)

NOWELL; channel, in easterly portion of Queen Charlotte sound, Coast district, B.C. (Not Noel.)

NOZHEIATIK; lake, east of Anzhekumming lake, Kenora district, Ont.

NUBBLE; mountain, Goschen island, Hecate strait, Coast district, B.C.

Nulki; lake, on telegraph trail, south of Nechako river, Cariboo district, B.C. (Not Noolki.)

Numnekaning. See Nunikani.

Nunikani; lake, Sherborne township, Haliburton county, Ont. (Not Numnekaning.)

Nuns; island, in the St. Lawrence, near Montreal, Hochelaga county, Que. (Not Nun nor St. Paul.)

Nurse. See Norse.

Nutt; post office, Missisquoi county, Que. (Not Nutt's Corners.)

Nutt's Corners. See Nutt.

Nyarling; river, tributary to Little Buffalo river, south of Great Slave lake, Mackenzie, N.W.T.

O

Oak; lake, English river, above Maynard lake, Kenora district, Ont.

Oak; lake, Methuen township, Peterborough county, Ont.

Oakbank; post village, east of Winnipeg, Man. (Not Oak Bank.)

Oakland. See Slaughenwhite.

Oakville; creek, railway station, and town, Halton county, Ont. (Not Sixteen Mile creek.)

Obadowagashing. See Mattawagosik.

Obashi; lake, northwest of Attawapiskat lake, Keewatin.

Obashing; lake, Pontiac county, Que. (Not Big Obashing.)

Obashkong; lake, Cassels township, Nipissing district, Ont.

Obaska; lake, north of Grand L. Victoria, Pontiac county, Que. (Not Obiska.)

Obatogamau; lake, at the height of land south of Chibougamau lake, Abitibi district, Que.

Obiduan; lake, at headwaters of St. Maurice river, Champlain county, Que.

Obikoba; lake, northeast of lake Timiskaming, Pontiac county, Que.

Obiska. See Obaska.

Obonga; lake, west of L. Nipigon, Thunder Bay district, Ont.

Oboshkegan; lake, south of N. T. Ry. and north of Onaman lake, Thunder Bay district, Ont.

Obowanga; river, northwest of Obonga lake, Thunder Bay district, Ont.

O'Brien; creek, at international boundary, west of Cudahy, Yukon.

Observation; butte, near Gun lake, north of Nahlin river, Cassiar district, B.C.

Observation; peak, east of Peyto lake, Alta. (Not Mount Observation.)

Observation. See Jupiter.

Ochig; lakes, north of L. St. Joseph, Keewatin.

O'Conor; island, Navy group, St Lawrence river, Leeds county, Ont.

O'Connor. See Kaskawulsh.

Octopus; creek, east of Lower Arrow lake, Kootenay district, B.C.

Octopus; islands at the entrance to Waiatt bay, Okisollo channel, Coast district, B.C.

Odaray; mountain, south of Cathedral mountain, Kootenay district, B.C.

Odei; river, tributary to Burntwood river, Keewatin. (Not Sahpoochaway.)

Odellach; river, tributary to Tobique river, Victoria county, N.B. (Not Otelloch.)

Odin; mountain, west of Upper Arrow lake, Kootenay district, B.C.

O'Donnel; river, emptying into the east side of Atlin lake, Cassiar district, B.C. (Not Dixie creek.)

Oesa; lake. southwest of mount Lefroy, Kootenay district, B.C.

Ogani; lake, on Wenasaga river, northwest of L. Seul, Keewatin. (Not Oganie nor Powingow.)

Ogden; mountain, northwest of Hector station, Rocky mountains, Kootenay district, B.C.

Ogilvie; creek, emptying into the north end of lake Laberge, Yukon.

Ogilvie; post on Yukon river, near the mouth of Sixtymile river, Yukon.

Ogilvie; range of mountains, central Yukon.

Ogilvie; river, northern Yukon.

Ogilvie; valley, north of lake Laberge, Yukon.

Ogoki; lake and river, tributary to Albany river, Thunder Bay district, Ont. (Not Tiernan.)

Ogre; peak, near headwaters of Amiskwi river, Rocky mountains, Kootenay district, B.C.

O'Hara; lake, west of mount Lefroy, Rocky mountains, Kootenay district, B.C. (Not Cascade.)

Oiseau; lake and river, southeast of lake Winnipeg, Man. (Not Bird.)

O'Keefe; mountain, between Sloko and Silver Salmon rivers, Cassiar district, B.C.

Okisollo; channel, between Quadra and Sonora islands, Coast district, B.C. (Not Okishollow.)

Okotoks; mountain, post office, and railway station, southern Alberta.

Old Bluff. See Yeo.

Old Factory; river, emptying into east side of James bay, Ungava. (Not North.)

Oldfield. See Hays.

Oldman; river, tributary to Belly river, Alta. (Not Old Man's.)

Oldman; rock, Yukon river, between Cudahy and international boundary, Yukon.

Oldwoman; rock, Yukon river, near Oldman rock, Yukon.

Olga; lake, southeast of Mattagami lake, Abitibi district, Que.

Olga; river, north shore of Hudson strait, Franklin.

Olive; mountain, northeast of mount Gordon, Rocky mountains, Alta.

Oliver; mountain, southwest of Mount Bonney, Selkirk mountains, Kootenay district, B.C.

Olivine; mountain, south of Tulameen river, Yale district, B.C.

Olomanoshibo; river, Saguenay county, Que. (Not Olomanosheebo nor Olomonasheebou.)

Omanek; island, east shore Ungava bay, Ungava.

Omatuwi; lake, north of Split lake, Nelson river, Keewatin. (Not O-Ma-Tou-Wi.)

Ombabika; bay, island, and river, north shore of L. Nipigon, Thunder Bay district, Ont.

Omenica. See Omineca.

Omineca, mountains, and river, Cariboo and Cassiar districts, B.C. (Not Omenica, Ominica, nor Omeneca.)

Onamakawash; lake, southwest of Smoothrock lake, Thunder Bay district, Ont.

Onaman; lake and river, emptying into Humboldt bay, Nipigon lake, Thunder bay district, Ont. (Not Onamanisagi.)

Onamanisagi. See Onaman.

Onatamini; brook, flowing into Wekusko lake, Keewatin.

Onderdonk; point, Ameliasburg township, Prince Edward county, Ont.

O'Neil; island, west of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Bluff nor Hog.)

O'Neil; post office, Huntingdon county, Que. (Not O'Neill's Corners nor O'Neil Corners.)

O'Neill's Corners. See O'Neil.

Oneman; lake, English river, Kenora district, Ont. (Not Lone Man's nor One Man's.)

Onkammis; lake, at headwaters of St. Maurice river, Champlain county, Que.

Ooskootim. See Wuskwatim.

Ootsa; lake, southwest from Français lake, Cassiar and Cariboo districts, B.C. (Not Ootsabunket.)

Opabin; creek, tributary to Brazeau river, central Alberta. (Not Boulder nor Rocky.)

Opachuanau; lake, on Churchill river, below Nemei river, Sask. (Not Pachewanow.)

Opamiska. See Opemiska.

Opasatika; lake, south of Abitibi lake, Pontiac county, Que.

Opatawaga; lake, northeast of Mattagami lake, Abitibi district, Que. (Not Opiwatakan.)

Opawika; river, tributary to Waswanipi river, Abitibi district, Que.

Opegano; lake, on Burntwood river, Keewatin.

Opemiska; lake, west of Chibougamau lake, Abitibi district, Que. (Not Opamiska.)

Opeongo; railway station and river, in southeastern portion of Algonquin National park, Nipissing district, Ont. (Not Great Opeongo lake.)

Opequanne. See Opikwan.

Opequon. See Opikwan.

Ophir; creek, tributary to Indian river, Yukon.

Opichuan; river, emptying into Nameiben lake, Thunder Bay district, Ont. (Not Opichewan.)

Opikeigen; lake, northwest of Eabemet lake, Keewatin.

Opikwan; lake, upper waters of Ottawa river, Pontiac county, Que. (Not Opequanne nor Opequon.)

Opinaka; river, tributary to Eastmain river, Ungava. (Not Opinaca nor Straight.)

Opinnagau; river, north of Ekwan river, Keewatin. (Not Upinnakaw.)

Opiwatakan. See Opatawaga.

Oponask; lake, northeast of Sachigo lake, Keewatin. (Not Little Sachigo.)

Orchay; river, tributary to Pelly river, west of Ross river, Yukon.

Ord; lake, southwest of McIntyre bay, L. Suel, Kenora district, Ont. (Not Long.)

Orient. See Pijitawabik.

Orignal; bay and cape, Rimouski county, Que. (Not Arignole.)

Orleans; post office, Gloucester township, Carleton county, Ont. (Not St. Joseph d'Orleans.)

Orme; anse à l', cap à l', rivière à l', Jacques Cartier county, Que. (Not Tortue river.)

Oromocto; island, lake, river, and village, Sunbury and York counties, N.B. (Not Oronocto.)

Oronocto. See Oromocto.

Ortell; mountain, in Tasin mountains, Yukon.

Osbourne; bay, Eagle lake, Kenora district, Ont. (Not Osbourne's.)

OSGOODE; mountain, between forks of Macmillan river, Yukon.

Osier. See Hosier.

OSIPASINNI; lake, east of Kakagi lake, Kenora district, Ont. (Not Boulder.)

OSISKO; lake, southeast of Abitibi lake, Pontiac county, Que.

OSKELANEO; lake, at headwaters of St. Maurice river, Champlain county, Que.

OSNABRUCK; township, and Osnabruck Centre, post village, Stormont county, Ont. (Not Oznabruck.)

OSPWAGAN; lake, north of Paint lake, Keewatin. (Not Pipe nor Pipestone.)

O'SULLIVAN; lake, at headwaters of Ottawa river, Montcalm county, Que.

O'SULLIVAN; post office, York county, Ont. (Not O'Sullivan's Corners.)

O'SULLIVAN; river, flowing through Puskitamika lake into Waswanipi lake, Abitibi district, Que.

OTAKUS; lake, north of Berry lake, Kenora district Ont. (Not Otakoose.)

OTANABI; lake, upper waters of Ottawa river, northwest of Grand L. Victoria, Pontiac county, Que.

OTAUWAU; river, tributary to Lesser Slave river, Alta. (Not O-Tow-Wow.)

OTCHISK; river, tributary to Waswanipi river, Abitibi district, Que.

Otelloch. See Odellach.

OTOSKWIN; lake and river, tributary to Badesdawa lake, upper Winisk river, Keewatin.

O-Tow-Wow. See Otauwau.

OTTAWA; city, Carleton county, Ont.

OTTAWA; creek, tributary to Dominion creek, Yukon.

OTTAWA; lake, in Joliette county, Que.

OTTAWA; river, which in lower portion forms the boundary between Ontario and Quebec.

Otter. See Big Otter.

Otter. See Fantail.

OTTERHEAD; river, tributary to Kicking Horse river, Kootenay district, B.C.

OTTERTAIL; river, mountain range, and railway station, Kootenay district, B.C.

OTTY; island, Navy group, St. Lawrence river, Leeds county, Ont.

Ouasiemska. See Washimeska.

Oulac. See Aulac.

Outer Bay of Long Pt. See Long Point bay.

OUTER DUCK; island, east of Great Duck island, the most southerly of the Duck islands, Manitoulin district, Ont.

Outer Sturgeon. See McCreary.

Oval. See Kawawia.

OVERFLOW; lake, on Olga river, north shore of Hudson strait, Franklin.

OWEN; bay, north shore of Okisollo channel, Coast district, B.C.

OWEN; channel and island, between Manitoulin and Fitzwilliam islands, Manitoulin district, Ont.

OWEN; island, Navy group, St. Lawrence river, Leeds county, Ont.

OWEN; mountain, south of Cathedral mountain, Kootenay district, B.C.

OX; point, the western extremity of point Anne, Thurlow township, Hastings county, Ont.

OXDRIFT; railway station, Kenora district, Ont.

Oxstall. See Ecstall.

OXTONGUE; lake and river, Haliburton county, Ont. (Not Ox Tongue.)

OYSTER; peak, west of mount Douglas, Rocky mountains, Alta.

Oznabruck. See Osnabruck.

OZHISKI; lake, southwest of Attawapiskat lake, Keewatin.

OZHUSKANS; rapids, upper Winisk river, Keewatin.

P

PACHENA; point, south of Pachena bay, west coast of Vancouver island, B.C. (Not Beegadoss nor Beeghadoss.)

Pachewanow. See Opachuanau.

Packhoon. See Pakhoan.

PADDLE; river, tributary to Pembina river, Alta.

Paddle. See Boyer.

Pagaonga. See Papaonga.

PAGATO; lake and river, tributary to Churchill river, east of Reindeer river, central Saskatchewan.

PAGE; point, Oyster harbour, east coast of Vancouver island, B.C.

PAGET; peak, northwest of Hector station, Rocky mountains, Kootenay district, B.C.

PAGWACHUAN; lake, and river tributary to Kenogami river, Algoma and Thunder Bay districts, Ont. (Not Bagutchuan river, Pawgutchewan river, Powgulchuan lake, nor Pawghtchewan lake.)

Painkiller. See Gamskagamik.

Painsec; post village and railway station, Westmorland county, N.B. (Not Painsec Junction.)

Paint; lake and river, tributary to Grass river. Keewatin. (Not Manuminan.)

Paisley; point, Douglas channel, west of Maitland island, Coast district, B.C.

Pakhoan; lake, on Severn river, Keewatin. (Not Little Cedar nor Packhoon.)

Pak-oghkee. See Pakowki.

Pakonsigane; river, upper waters of Manuan river, St. Maurice county, Que.

Pakowagaming. See Pakowkami.

Pakowcaming. See Pakowkami.

Pakowkami; lake, in Gladstone township, Algoma district, Ont. (Not Pakowagaming nor Pakowcaming.)

Pakowki; lake, southeastern Alberta. (Not Pakokee, Pak-oghkee, nor Peekopee.)

Pakwa; lake, on Grass river, Keewatin. (Not Pakwahigan, Paquehigan nor Sandy.)

Pakwahigan. See Pakwa.

Pakwash; lakes, northwest of L. Seul, Keewatin. (Not Little Shallow, Paquash, nor Shallow.)

Palliser; mountain range, pass, river, and railway station, Kootenay district, B.C.

Palmer Bar; creek, tributary to Moyie river, Kootenay district, B.C.

Pantage; lake, on telegraph trail, south of Blackwater river, Cariboo district, B.C. (Not Pelican.)

Papaonga; river, tributary to Wenasaga river, above Slate lake, Keewatin. (Not Pagaonga.)

Papineau; brook and lake, Wicklow township, Hastings county, Ont.

Papineau; lake, Ottawa ounty, Que. (Not Lac du Commandant.)

Paquash. See Pakwash

Paquehigan. See Pakwa.

Paradise; mountain peak, south of Sloko river, Cassiar district, B.C.

Paradise; valley, north of mount Temple, Alta.

Paradise. See Lodestone.

Parc-Laval; post office, Laval county, Que.

Parizeau; point, on east coast of Digby island, Prince Rupert harbour, Coast district, B.C.

Park; mountain, west of mount Biddle, Rocky mountains, Kootenay district, B.C.

Parker; creek, tributary to Klondike river, Yukon.

Parker; island and landing, south of Shute point, Bruce county, Ont.

Parkhill; village and railway station, Middlesex county, Ont. (Not Park Hill.)

Parkins; cape, at west entrance to Quatsino sound, Vancouver island, B.C.

Parks; lake, southeast of L. Nipigon, Thunder Bay district, Ont.

Parrsboro; parish, river, and town, Cumberland county, N.S. (Not Parrsborough.)

Parrywood; railway station, Kenora district, Ont.

Parson; rock, Active pass, strait of Georgia, New Westminster district, B.C.

Partipique. See Portapique.

Parton; river, tributary to Tatshenshini river, Cassiar district, B.C.

Partridge Crop. See Pineimuta.

Pashashibu; bay, Saguenay county, Que. (Not Pashasheeboo.)

Pasiminikana; lake, at headwaters of St. Maurice river, Champlain county, Que.

Pashkokogan; lake and river, southeast of L. St. Joseph, Thunder Bay district, Ont.

Paskagama; lake, upper waters of Migiskan river, Abitibi district, Que.

Paskekegan. See Piskahegan.

Pasquia; range of hills, also river tributary to the Saskatchewan, Keewatin and Sask. (Not Basquia nor Basquian).

Pass. See Blakiston.

Patauquin. See Petauguin.

Paudash; brook, lake, and post office, Cardiff township, Haliburton county, Ont.

Paugh; lake, Sherwood township, Renfrew county, Ont.

Pauktorvik; island, southwest shore Ungava bay, Ungava.

Pawghtchewan. See Pagwachuan.

Pawgutchewan. See Pagwachuan.

Payoonan. See Peonan.

Payne; lake, and river emptying into Ungava bay, Ungava. (Not Tasurak.)

Peak; lake, southwest of Dinorwic lake, Kenora district, Ont.

Pear. See Dromedary.

Pearce; mountain, northwest of mount McNicoll, Selkirk mountains, Kootenay district, B.C.

Pearson; island, west of Belanger point and east of Greene island, Manitoulin district, Ont. (Not Little Grant.)

Peashteebce. See Piashti.

PEAVINE; creek, tributary to Moyie river, Kootenay district, B.C.

Pebble. See Lowes.

Peckagomique. See Becaguimec.

Peekopee. See Pakowki.

PEEL; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Prince Edward nor Tent.)

Pee-pee-ke-wah-be-kung. See Pipikwabi.

Peeshabo. See Pishabo.

PEGAMASAI; lake, in Montgomery township, Algoma district, Ont. (Not Pegamasay.)

PEGGY COVE; village, Halifax county, N.S. (Not Peggy's Cove.)

Pe-kange-kum. See Pikangikum.

Pekangikum. See Pikangikum.

PEKISKO; creek, tributary to Highwood river, Alta. (Not Middle Branch of Highwood R.)

PELEE; island and point, and Pelee Island post office, Essex county, Ont. (Not Pele nor Pointe Pelee.)

PELERIN; post settlement, Kent county, N.B. (Not Pelering nor Puellering.)

PELICAN; lake, north of Minnitaki lake, Kenora district, Ont.

Pelican. See Pantage.

Pelican. See Primeau.

PELLY; mountains, lakes, and river, Yukon.

PEN; lake, Nightingale township, Haliburton county, Ont.

PENASSI; river, west of Manitou lake, Kenora district, Ont.

PENCIL; lake, Cavendish township, Peterborough county, Ont.

PENDER; island, in southern portion of the strait of Georgia, New Westminster district, B.C.

Pender. See Brabant.

Pender. See Walkem.

PENETANGORE; river, emptying into lake Huron at Kincardine, Bruce county, Ont.

PENETANGUISHENE; town, Simcoe county, Ont. (Not Penetang.)

PENITENTIARY; shoal, southwest of Kingston, Frontenac county, Ont. (Not Prince Regent.)

Penny. See Cumberland.

PENTECÔTE; river, Saguenay county, Que. (Not Pentecost.)

PEONAN; creek, tributary to Saskatchewan river, near Ft.-à-la-Corne, Sask.

PEONAN; point, in northerly part of lake Manitoba, Man. (Not Payoonan.)

Pepechekau. See Pipishikau.

Pepisquew. See Weibikwei.

Pequaket. See Pikwaket.

Perault. See Perrault.

PERCH; island, northeast of Gordon island, St. Lawrence river, Leeds county, Ont. (Not Reed.)

PERCY; lake, Harburn township, Haliburton county, Ont.

Pereault. See Perrault.

PERELESHIN; mountain, near Stikine river, between Anuk and Scud rivers, Cassiar district, B.C.

PERIBONKA; river, emptying into lake St. John, Que. (Not Peribonca.)

PERKINS; peak, north of Pugh peak, southern Yukon.

PERKINS; rock, southwest of Ruel shoal, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont

PERLEY ROCK; mountain spur, near Terminal peak, Selkirk mountains, Kootenay district, B.C.

Perpisawick. See Petpeswick.

PERRANG; cove, east shore of St. Margaret bay, Halifax county, N.S. (Not Perrin.)

PERRAULT; lake, west of McIntyre bay, L. Suel, Kenora district, Ont. (Not Perault nor Pereault.)

Perrin. See Perrang.

PERRY; creek, tributary to St. Mary river, Kootenay district, B.C.

PERRY; ridge, west of Slocan river, Kootenay district, B.C. (Not Perry's.)

PERSEVERANCE; island, west of Fitzwilliam island, Manitoulin district, Ont.

Perther's. See Perthes.

PERTHES; point, in northerly portion of Tagish lake, Yukon. (Not Perther's.)

Petatstekupau. See Petitsikapau.

PETAUGUIN; lake, in Galbraith township, Algoma district, Ont. (Not Pataguin.)

PETAWAWA; military reserve, railway station, river, township, and village, Renfrew county, Ont. (Not Petewawa.)

Petcoudiac. See Petitcodiac.

PETER; rock, off the north shore of L. Ontario, between Cobourg and Port Hope, Northumberland county, Ont. (Not Gale island nor Gull rock.)

Peter's. See Petrie.

PETERSON; lake, southeast of Cobalt, Nipissing district, Ont.

Peterson; range of mountains, northwest of lake Laberge, Yukon.

Peters Road; village, Kings county, P.E.I. (Not Peter's Road.)

Petewawa. See Petawawa.

Pethick; point, on east side of Prince Rupert harbour, Coast district, B.C.

Pethinue; peninsula, Great Slave lake, Mackenzie, N.W.T. (Not Peth-the-nu-eh.)

Petishikupau. See Petitsikapau.

Petit Chicot. See Chicot.

Petitcodiac; river, Albert and Westmorland counties, N.B. (Not Petcoudiac nor Petit Coudiac.)

Petitdegrat; inlet, island, and post office, Richmond county, N.S. (Not Petit Degrat nor Petit de Grat.)

Petite. See Walton.

Petite Ile aux Cygnes. See Sévigny.

Petite-Nation; river, tributary to the Ottawa, from the north. (Not Nation nor North Nation.)

Petite Nation. See South Nation.

Petit-Rocher; post village and railway station, Gloucester county, N.B. (Not Petite Roche nor Petite Rocher.)

Petitsikapau; lake, north of Ashuanipi river, Ungava. (Not Petatstekupau, Petishikupau, nor Petshikupau.)

Petpeswick; harbour, inlet, lake, and post office, Halifax county, N.S. (Not Perpisawick nor nor Petpiswick.)

Petrie; reef, at east entrance to Sydney harbour, Cape Breton county, N.S. (Not Peter's, Petre, nor Petrie's.)

Petrolia; town, Lambton county, Ont. (Not Petrolea.)

Petshikupau. See Petitsikapau.

Peveril; mountain peaks, southwest of Goodwin creek, Cassiar district, B.C.

Peyto; glacier and lake, northwest of Bow lake, Alta. (Not Peyto's nor Glacier lake.)

Philip; river, emptying into Northumberland strait, Cumberland county, N.S. (Not Phillip.)

Philips; point, on east coast of Digby island, Prince Rupert harbour, Coast district, B.C.

Phillip. See Philip.

Phillips; shoal, northeast of Mann island, entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Philmonro; settlement, Kings county, N.B. (Not Philmaro nor Philomaro.)

Phoebe; point, northwesterly point of Fitzwilliam island, Manitoulin district, Ont.

Photograph; mountain, Kitimat arm, Coast district, B.C.

Piashti; bay and river, Saguenay county, Que. (Not Peashte-bai, Piastre bay, nor Peashteebee river.)

Piastre. See Piashti.

Pichenninnis; brook, south of Eagle lake, Kenora district, Ont.

Pichinamei; lake, south of Attawapiskat lake, Keewatin.

Pickering. See Frenchman.

Pickitigouching. See Pikitigushi.

Pickle; lake, east of Kapkichi lake, upper Winisk river, Keewatin.

Pickwaket. See Pikwaket.

Picnic. See Cockburn.

Picnic. See Stovin.

Picture Narrows; lake, west of Manitou lake, Kenora district, Ont.

Piers; island, Satellite channel, southeast coast of Vancouver island, B.C. (Not Pier.)

Pijitawabekong. See Pijitawabik.

Pijitawabik; lake, east of mouth of Nipigon river, L. Nipigon, Thunder Bay district, Ont. (Not Orient, Pijitawabekong, Pijitawabikong, nor Pittiwabikong.)

Pijitawabikong. See Pijitawabik.

Pieromonta; river, emptying into Kempt lake, St. Maurice county, Que.

Pijuwyan; lake, and river tributary to Waswanipi river, above Opawika river, Abitibi district, Que. (Not Pijou Wyan.)

Pika; peak, northeast of Laggan, Rocky mountains, Alta.

Pikangikum; Indian Reserve and lake, on Berens river, Keewatin. (Not Pe-kange-kum nor Pekangikum.)

Pikapao, river, tributary to Moisie river, Saguenay county, Que. (Not Pikopao.)

Pike; lake, mountain, and river, south of Atlin lake, Cassiar district, B.C.

Pikitigushi; river, emptying into the northern end of Nipigon lake, Thunder Bay district, Ont. (Not Pickitigouching nor Muddy.)

Pikopao. See Pikapao.

Pikwaket; brook and mountain, Kings county, N.B. (Not Pequaket nor Pickwaket.)

Pillsbury; cove, east of Venn passage, Prince Rupert harbour, Coast district, B.C.

Pilot; bay and point, and Pilot Bay settlement, Kootenay lake, Kootenay district, B.C. (Not Cape Horn nor Pirate bay.)

PILOT; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont.

PILOT; lake, Burleigh township, Peterborough county, Ont.

PILOT; point, southeast corner of Gribbell island, Coast district, B.C.

PINBURY; point, Departure bay, east coast of Vancouver island, B.C.

PINCHED-NECK; lake, at headwaters of Rupert river, north of Mistassini lake, Mistassini district, Que.

PINE; island, near Key harbour, Georgian bay, Parry Sound district, Ont.

PINE; point, Weller bay, Ameliasburg township, Prince Edward county, Ont.

Pine. See Clark.

Pine. See Mermaid.

Pine. See Minago.

Pine See Shingwak.

Pine channel. See Kapikik lake.

Pine Island lake. See Cumberland lake.

PINEIMUTA; lake, west of L. St. Martin, Man. (Not Partridge Crop.)

PINEROOT; river, emptying into Athapapuskow lake, Keewatin.

PINE TREE; harbour and point, southeast of Johnston harbour, Bruce county, Ont.

Pine Wood. See Frederick.

PINGSTON; creek, west of Upper Arrow lake, Kootenay district, B.C.

PINK; river, flowing northeasterly into Reindeer lake, Sask. (Not Vermilion.)

PINNACLE; mountain, southwest of mount Temple, Alta.

Pinnacle. See Cathedral.

PINTO; creek, north of Wood mountain, Sask. (Not Pinto Horse.)

Pipe. See Ospwagan.

PIPESTONE; lake, south of Cross lake, Nelson river, Keewatin.

PIPESTONE; pass and river, Rocky mountains, Alta. (Not Pipe creek.)

Pipestone. See Ospwagan.

PIPIKWABI; lake, Stanhope township, Haliburton county, Ont. (Not Pee-pee-ke-wah-be-kung.)

PIPISHIKAU; river, Saguenay county, Que. (Not Pepechekau.)

PIPMAKAN; lake, Chicoutimi county, Que. (Not Pipmaukin nor Pitmuakan.)

Pirate. See Pilot.

PISHABO; lake, Cassels township, Nipissing district, Ont. (Not Peeshabo.)

PISHIDGI; lake, west of L. Nipigon, Thunder Bay district, Ont.

PISKAHEGAN; river, tributary to Magaguadavic river, Charlotte county, N.B. (Not Paskekegan nor Piskehagan.)

PITA; lake, on Churchill river, below Reindeer river, Sask.

PITCHPINE; island, Admiralty group, St. Lawrence river, Leeds county, Ont.

Pitmuakan. See Pipmakan.

PITOPIKO; lake, an expansion of Manuan river, upper St. Maurice river, Champlain county, Que. (Not Pitopieco.)

PITT; creek, tributary to St. Mary river, Kootenay district, B.C.

Pittiwabikong. See Pijitawabik.

PITTS; mountain, southwest of the junction of Yukon, Lewes and Pelly rivers, Yukon.

PIZUSTIGWAN; river, northwest of Attawapiskat lake, Keewatin.

PLATEAU; creek, flowing into Torres channel, Atlin lake, Cassiar district, B.C.

PLEASANT; point, the eastern extreme of Prince Edward county, Ont. (Not Indian.)

PLOVER; island, west coast Ungava bay, Ungava.

PLUMPER; passage, channel between Discovery and Chain islands, Haro strait, New Westminster district, B.C. (Not Discovery.)

Plumper's. See Active.

Pockmouche. See Pokemouche.

Pocmouche. See Pokemouche.

Pocowagamis. See Pokowagamis.

Point de Bute. See Pont-à-Buot.

Point Brulé. See Brulé.

POINTE-À-LA-GARDE; village, Bonaventure county, Que. (Not Pointe la Garde.) Reversal of previous decision.

POINTE-DES-MONTS; post office, Saguenay county, Que. (Not Pointe de Monts.) See also Monts.

POINT EDWARD; town, Lambton county, Ont.

POINT FORTUNE; post village, Vaudreuil county, Que.

Pointe Pelee. See Pelee.

POINT SAPIN; post village, Kent county, N.B.

POINT WOLF; town, Albert county, N.B. (Not Point Wolfe.)

POKEMOUCHE; river, Gloucester county, N.B. (Not Pockmouche nor Pocmouche.)

Poker; creek, branch of Walker creek, near international boundary, Yukon.

Pokesudi; island, at west entrance to Shippigan harbour, Gloucester county, N.B. (Not Poc Sudie, Poksudi, Pokesudie, Pokesuedie, nor Pokesoudie.)

Pokiok; river and village, York county, N.B. (Not Pokiock nor Poquiock.)

Pokkattawagan. See Pukkatawagan.

Pokowagamis; lake, and river tributary to Eel river, York county, N.B. (Not Pocowagamis nor Pocowogamis.)

Pollinger; mountain, northeast of Kiwetinok peak, Rocky mountains, Kootenay district, B.C.

Ponhook; lake, in western portions of Halifax and Hants counties, N.S. (Not St. Croix.)

Pont-a-Buot; village, Westmorland county, N.B. (Not Point de Bute nor Pointe de Bute.)

Pontax; river, emptying into James bay, north of Rupert river, Mistassini district, Que. (Not Pontiac.)

Pontiac. See Pontax.

Poole; island, north of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Pool.)

Pooles Resort; post office and summer resort on the St. Lawrence, Leeds county, Ont. (Not Poole's Resort.)

Popes; peak, in the Bow range of the Rocky mountains. Alta., and Kootenay district, B.C. (Not Pope's.)

Popham; island, Navy group, St. Lawrence river, Leeds county, Ont.

Poplar; point, near the mouth of Rupert river, Mistassini district, Que.

Poquiock. See Pokiok.

Porcupine; creek, tributary to Stikine river, south of Anuk river, Cassiar district, B.C.

Porcupine; creek, tributary to Kicking Horse river, near Leanchoil, Kootenay district, B.C.

Porcupine; point and reef, southeast of cape Hurd, Bruce county, Ont.

Porcupine; river, tributary to Yukon river, northwestern Yukon.

Porlier; pass, between Galiano and Valdes islands, strait of Georgia, New Westminster district, B.C. (Not Portier.)

Porphyry; island, point and reef, south of Edward island, Manitoulin district, Ont.

Porpoise; channel, between Lelu and Ridley islands, also harbour in south side of Kaien island, Coast district, B.C.

Portage; bay and point, east of Gatacre point, Manitoulin island, Manitoulin district, Ont.

Portal; peak, east of mount Baker, Alta. (Not Mount Portal.)

Portapique; river and village, Colchester county, N.S. (Not Partipique nor Port au Pique.)

Port Bickerton; village, Guysborough county, N.S. (Not Port Beckerton.)

Port Burwell; lightstation and village, Elgin county, Ont. (Not Big Otter Creek lightstation.)

Port Daniel; harbour and village, Bonaventure county, Que. (Not Port Daniel East nor St. George Port Daniel.)

Port Daniel East See Port Daniel.

Port Ebert. See Port Hebert.

Port Elgin; town, Bruce county, Ont.

Port Essington. See Essington.

Porter; creek, tributary to Indian river, Yukon.

Porter; lake, between Atlin and Gladys lakes, Cassiar district, B.C.

Porter; landing, at north end of Dease lake, Cassiar district, B.C. (Not Porter's landing.)

Porter's Landing. See Porter.

Port Hebert; village, Shelburne county, N.S. (Not Port Ebert, Big Port le Bear, Big Port l'Hebert nor Port L'Hebert.)

Portier. See Porlier.

Port Joli; village, Queens county, N.S. (Not Port Jolie.)

Port Latour; village, Shelburne county, N.S. (Not Port la Tour nor Port Letour.)

Port L'Hebert. See Port Hebert.

Port Lewis; post office, Huntingdon county, Que. (Not Port Louis.)

Port Lorne; post office and lighthouse station, Annapolis county, N.S. (Not Marshall Cove nor Port Williams.)

Port Louis. See Port Lewis.

Port Maitland; lightstation and village, bay of Fundy, Yarmouth county, N.S. (Not Green Cove nor Maitland.)

Port Matoon. See Port Mouton.

Port Medway. See Medway.

Port Metway. See Medway.

Port Mouton; village, Queens county, N.S. (Not Port Matoon.)

Portobello; stream; emptying into French lake, Sunbury county, N.B. (Not Porto Bello nor Portobella.)

Port Williams. See Port Lorne.

Potato; lake and river, emptying into south side of L. LaRonge, Sask.

Potter; point, Ameliasburg township, Prince Edward county, Ont.

POTTERSBURG; railway station and village, Middlesex county, Ont. (Not London Junction.)

POUCE-COUPÉ; river, tributary to Peace river, Alta. (Not Echafaud.)

POULAMON; bay, Richmond county, N.S. (Not Poulament nor Poulamond.)

POVERTY; lake, Monmouth township, Haliburton county, Ont.

POVOAS; mountain, east of the north end of lake Laberge, Yukon.

POWER; lake, east of Anzhekumming lake, Kenora district, Ont.

Powgulchuan. See Pagwachuan.

Powingow. See Ogani.

PRAIRIES; rivière des, separates the county of Laval from the counties of Hochelaga and Jacques Cartier, Que. (Not Back river.) See also Rivière-des-Prairies.

PRATT; island and reef, southeast of Dead island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

PREJEVALSKY; point, Bennett lake, Yukon. (Not Prejevalski.)

Present. See Larder.

PRESIDENT; range of mountains and pass, west of Yoho valley, Rocky mountains, Kootenay district, B.C. (Not Emerald.) So named for the president of the Canadian Pacific Railway Company.

President. See Larder.

PRESQU'ILE; bay, peninsula, and point, near southeast corner of Northumberland county, Ont.

PRESQUILE; river, tributary to St. John river, Carleton county, N.B. (Not Presqu'ile.)

PREVOST; canyon, and river tributary to Ross river, Yukon.

PREVOST; island, off the west end of Active pass, strait of Georgia, New Westminster district, B.C.

PREVOST; mountain, east of Carboro bay, southeast coast of Vancouver island, B.C.

Prevost. See Kunghit.

PRIAM; lake, west of Manitou lake, Kenora district, Ont.

PRICE; township, Beauce county, Que.

PRIM; point, at entrance to Annapolis basin, Digby county, N.S. (Not Rogers.)

PRIMEAU; lake, an expansion of Churchill river, Sask. (Not Pelican.)

PRINCE ALBERT; peninsula, northwesterly portion of Victoria island, Franklin. (Not Prince Arthur Land.)

Prince Albert Land. See Victoria island.

PRINCE ALFRED; island, Brock group, St. Lawrence river, Leeds county, Ont.

Prince Arthur Land. See Prince Albert peninsula.

PRINCE EDWARD; bay and point, Prince Edward county, Ont. (Not South bay nor South Bay point.)

Prince Edward. See Peel.

Prince Henry Foreland. See Hopes Advance.

Prince of Wales. See Wales.

PRINCE OF WALES; island, northwest of Boothia peninsula, Franklin.

PRINCE PATRICK; island, north of Banks island, Franklin.

PRINCE REGENT; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont. (Not Little Stave nor McDonald's.)

Prince Regent. See Penitentiary.

PRINCE RUPERT; harbour, and transcontinental railway terminus on Kaien island, Coast district, B.C.

PRINCESS CHARLOTTE; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

PRINCETOWN; village, Prince county, P.E.I. (Not Prince Town.)

PRITZLER; harbour, north shore of Hudson strait, Franklin. (Not Pritzler's nor Jackman sound.)

PROCTER; creek and settlement, south of Balfour, Kootenay lake, Kootenay district, B.C. (Not Proctor.)

PROMISE; island, at the entrance to Douglas channel, Coast district, B.C.

PROUD-SITTING; lake, at headwaters of St. Maurice river, Champlain county, Que.

PROVIDENCE; bay and point, south shore Manitoulin island, Manitoulin district, Ont.

PROVOKING; lake, in Algonquin National park, Nipissing district, Ont.

PRUD'HOMME; lake, northeast of Rib lake, Nipissing district, Ont.

PSYCHE; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

PTARMIGAN; creek, flowing into a large lake of the Pelly group, Yukon.

PTARMIGAN; lake and peak, northeast of Laggan, Rocky mountains, Alta.

PUDDING; burn, tributary to St. Mary river, Kootenay district, B.C.

Puellering. See Pelerin.

PUGH; peak, northwest of the "big bend" of Wheaton river, southern Yukon.

Puke-lowogein. See Setting.

PUKKATAWAGAN; lake and river, Churchill river, Keewatin. (Not Pokkattawagan nor Puk-a-ta-wa-gan.)

PULPIT; peak, south of Turquoise lake, Rocky mountains, Alta.

PULPWOOD; point, southwestern side of Cockburn island, Manitoulin district, Ont.

PULTENEY; point, southwestern extreme of Malcolm island, at entrance to Broughton strait, Coast district, B.C. (Not Graeme.) This is the point on which stands the lighthouse established in 1905.

PULTON; bay and point, south shore of Okisollo channel, Coast district, B.C.

PUNICHUAN; bay, in the southern end of Mistassini lake, Mistassini district, Que.

PUNK; island, 3 miles southeast of Grindstone point, L. Winnipeg, Man. (Not Deer nor Reindeer.)

Punk. See Deer.

PURITY; glacier and mountain, Selkirk mountains, Kootenay district, B.C. (Not Lardo.)

PURVIS; bank, northwest of Greene island, Manitoulin district, Ont.

PUSKITAMIKA; lake, south of Waswanipi lake, Abitibi district, Que.

PYRAMID; creek, tributary to St. Mary river, Kootenay district, B.C.

PYRAMID; mountain, north of mount Grey, southern Yukon.

Q

Quadacha. See Kwadacha.

QUADRA; island, between Discovery passage and Okisollo channel, Coast district, B.C. The southern portion of what was formerly Valdes island.

Quaneca. See Kwadacha.

QUARRY; point, Manitoulin island, Manitoulin district, Ont.

Quarry. See Forsyth.

QUARTZ; creek, branch of McDame creek, Dease river, Cassiar district, B.C.

QUARTZ; creek, tributary to Indian river, Yukon.

Quatawamkedgewick. See Kedgwick.

QUEBEC; creek, tributary to Yukon river, below Dawson, Yukon.

QUEEN; point, forms the western boundary of Walkhouse bay, Manitoulin island, Manitoulin district, Ont.

QUEEN ELIZABETH; foreland, southeast point of Loks Land, Franklin. (Not North Foreland.)

QUEENSPORT; harbour, Guysborough county, N.S. (Not Queen's Port nor Crow Harbour.)

QUEENSTON; village, and Queenston heights, Lincoln county, Ont. (Not Queenstown.)

QUESNEL; lake, mining division, river, and village, Cariboo district, B.C. (Not Quesnelle.)

QUETACHU; bay, Saguenay county, Que. (Not Quetachoo.)

QUIET; lake, northeast of Teslin lake, Yukon.

QUINN; creek, branch of Sulphur creek, Indian river, Yukon. (Not Quin.)

QUINTE; bay of, in L. Ontario, almost separating Prince Edward county from the mainland of Ontario. (Not Quinté.)

QUINZE; lac des, an expansion of the upper Ottawa river, Pontiac county, Que.

QUIO; river, tributary to the Ottawa, Pontiac county, Que.

QUISPAMSIS; post village, Kings county, N.B. (Not Quispansis.)

QUYON; railway station and village, Pontiac county, Que. (Not Quio.) Reversal of previous decision.

R

RABBIT; mountain and river, east of lake Evans, Abitibi district, Que.

RABBITT; creek and mountain, northwest of Tulameen, Yale district, B.C.

RACE; rocks, off the south point of Vancouver island, B.C. (Not Race islands.)

RAFT; narrows, north of Hill island, St Lawrence river, Leeds county, Ont.

RAGGED; bight, northeast of cape Hurd, Bruce county, Ont.

RAGGED; lake, in the Algonquin National park, Nipissing district, Ont.

Ragged. See Locke.

Ragged Island (harbour). See Lockeport.

RAINY; creek, tributary to Elbow river, Alta.

RAINY; creek, tributary to Moyie river, Kootenay district, B.C.

RAISIN; river, Glengarry and Stormont counties, Ont. (Not Black R., R. au Raisin, nor Riv. aux Raisins.)

RALEY; point, north of Clio bay, Kitimat arm, Coast district, B.C.

RAMSAY; river, emptying into Crooks inlet, north shore of Hudson strait, Franklin.

RAMSDEN; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

RANCH; point, Nanoose harbour, east coast of Vancouver island, B.C.

RANDOLPH; lake, south of N. T. Ry. and northwest of L. Nipigon, Thunder Bay district, Ont.

Rapid (river.) See Montreal.

Rapide-de-Femme, post village, Victoria county, N.B. (Not Rapid de Femme nor Rapide des Femmes.)

Rapides; lac des, upper Ottawa river, southeast of Barriere lake, Pontiac county, Que.

Rapid River (lake.) See Forks.

Raquette; river, Vaudreuil county, Que.

Raspberry. See Robinson.

Rathbun; bay and point, east of Jenkins point, Manitoulin island, Manitoulin district, Ont.

Rat Portage lake. See Manigotagan.

Rattlesnake. See Bagot.

Raven; lake and river, McFadden township, Nipissing district, Ont.

Rawson; harbour and island, north shore of Hudson strait, Franklin. (Not Harbour island.)

Raymond; passage, south from Seaforth channel, Coast district, B.C. (Not Hecate channel.)

Reader; lake, northwest of The Pas, Keewatin.

Reception; lake, Grasett township, Algoma district, Ont. (Not Kaikaquabick.)

Red; bay, south of Golden valley, Bruce county, Ont.

Red; lake, northwest of L. Seul, Keewatin. (Not Vermilion.)

Redburn; creek and peak, northeast of Moberly, Rocky mountains, Kootenay district, B.C.

Red Dan; reef, southeast of Birch point, Manitoulin island, Manitoulin district, Ont.

Red Deer; lake, and river emptying into lake Winnipegosis, Sask.

Red Deer. See La Biche.

Redding; creek, tributary to St. Mary river, Kootenay district, B.C.

Redhorse; rock and lightstation, west of Beaurivage island, Admiralty group, St. Lawrence river, Leeds county, Ont. (Not 7a.)

Rednersville, village, Ameliasburg township, Prince Edward county, Ont.

Redoubt; mountain, northeast of Laggan, Rocky mountains, Alta.

Redstone; brook and lake, Guilford township, Haliburton county, Ont.

Reed; lake, northeast of Cormorant lake, Keewatin.

Reed. See Perch.

Reed. See Reid.

Reef. See Bonnet.

Reeves; harbour, Big island, Hudson strait, Franklin.

Refuge. See Conran.

Refugee. See Stovin.

Reid; mountain, southeast of lake Evans, Abitibi district, Que.

Reid; point, south of Red bay, Bruce county, Ont.

Reid; rock, south of George island, Halifax harbour, Halifax county, N.S. (Not Reed.)

Reid Mills; post office, Dundas county, Ont. (Not Reid's Mills.)

Reindeer; creek, tributary to Yukon river, south of Indian river, Yukon.

Reindeer; lake and river, emptying into Churchill river, Sask. and Keewatin.

Reindeer. See Punk.

Remic; rapids, in Ottawa river, about two miles west of Ottawa city. (Not Remicks, Remix, nor Remous.)

Remington; creek, tributary to Indian river, Yukon.

Remous. See Remic.

Renny; island, south of Whitney point, St. Lawrence river, Leeds county, Ont. (Not Bush.)

Reserve; point, Active pass, strait of Georgia, Westminster district, B.C.

Resolution; island, at entrance to Frobisher bay, Franklin. (Not Tudjakdjuan.)

Resolution. See Warwick.

Restigouche; county and river, northern New Brunswick. (Not Ristigouche.)

Revelstoke; mountain, railway station, and town, Kootenay district, B.C.

Rexton; town, Kent county, N.B. (Not Kingston.)

Riall; island, Brock group, St. Lawrence river, Leeds county, Que. (Not Millar's nor Smith's.)

Rib; lake, north of Cassels township, Nipissing district, Ont.

Ribbon; river, tributary to Manuan river, upper St. Maurice, Champlain county, Que. (Not Rivière au Ruban.)

Rich; island, Navy group, St. Lawrence river, Leeds county, Ont.

Richard; point, Nanoose harbour, east coast of Vancouver island, B.C.

Richardson; mountain, northeast of Laggan, Rocky mountains, Alta.

Richelieu; village, on Richelieu river, Rouville county, Que. (Not Village Richelieu.)

Richmond; gulf, north of Little Whale river, Ungava. (Not Richmond lake.)

Richmond; village, Carleton county, N.B. (Not Richmond Corner.)

Richmond. See Malpeque.

Richmond Corner. See Richmond.

Richthofen; island and valley, lake Laberge, Yukon. (Not Richtofen.)

Rickett; harbour, eastern side of Cockburn island and southwesterly from Cinder point, Manitoulin district, Ont.

Rickley; harbour, west of Burnt island, and north of Western Duck island, Manitoulin district, Ont.

Riddell; creek and mountain, northwest of Tulameen, Yale district, B.C.

Riddell; mountain, between Macmillan and Ross rivers, also river tributary to the Macmillan, Yukon.

Ridgeway; creek, tributary to Moyie river, Kootenay district, B.C.

Ridley; island, south of Kaien island, Chatham sound, Coast district, B.C. (Not Flat nor North Porpoise.)

Rigaud; river, a small tributary of the Ottawa river, Glengarry and Prescott counties, Ont. and Vaudreuil county, Que. (Not rivière à la Graisse.)

Rigolet; settlement, at narrows of Hamilton inlet, Ashuanipi district, Que. (Not Rigoulette.)

Rinda; a spur of the Valhalla mountains, Kootenay district, B.C.

Ringnes; islands, southwest of Axel Heiberg island, Franklin.

Rink; rapid, in Lewes river, below Tatchun river, Yukon.

Riordon; point, Boxer reach, Coast district, B.C.

Rip; point, Active pass, strait of Georgia, New Westminster district, B.C.

Ripple; creek, tributary to Moyie river, Kootenay district, B.C. (Not Meadow.)

Ripple; reef, west of Lyal island, Bruce county, Ont.

Ristigouche. See Restigouche.

Ritchie; point, north extreme of Kaien island, Coast district, B.C. (Not Hays.)

River Beaudette. See Baudet.

River Denys. See Denys.

River (mt.) See Lewes.

Rivière-à-la-Martre; post village, also Light, Signal and Telegraph station, Christie township Gaspé county, Que. (Not Martin River nor Rivière à la Marte.)

Rivière-des-Caches; village, Northumberland county, N.B. (Not River de Cache nor Rivière du Cache.)

Rivière-des-Chutes; village, Carleton county, N.B. (Not River de Chute.)

Rivière-des-Feves; post office, Chateauguay county, Que. (Not Rivières des Fèves.)

Rivière-des-Praries; village, Hochelaga county Que. (Not Rivière des Prairies.) See also Prairies; rivière des.

Rixon; rock, near North point, at entrance to Georgian bay, Manitoulin district, Ont

Robert; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Cherry nor Sumac.)

Robert; lake, Martin river, above Tesekau lake, Mistassini district, Que.

Robert; point, Markham bay, Hudson strait, Franklin.

Roberts; bay, in South bay, Manitoulin island, Manitoulin district, Ont.

Robertson; cove, north of Lizard islands, Manitoulin district, Ont. (Not Jackson.)

Robertson; creek, tributary to Little Slocan river, Kootenay district, B.C.

Robertson; mountain, near Stikine river, north of Iskut river, Cassiar district, B.C.

Robertson; post office and railway station, Megantic county, Que. (Not Robertson Station post office.)

Robertson Station. See Robertson.

Robinson; cove, Big island, bay of Quinte, Prince Edward county, Ont.

Robinson; island, south of Whitney point, St. Lawrence river, Leeds county, Ont. (Not Raspberry.)

Robinson; lake and river, south of N. T. Ry. and northeast of L. Nipigon, Thunder Bay district, Ont.

Robinson; sound, northeast of Cornell Grinnell bay, Franklin. (Not Robinson's.)

Rob Roy; creek, tributary to Dominion creek, Indian river, Yukon.

Robson; town and railway station, on Columbia river, Kootenay district, B.C.

Roche à Veillons. See Algernon.

Roche de Smet; west of Jasper lake, western Alberta. (Not Roche Suette.)

Rochelle; post office, Shefford county, Que. (Not Ste. Anne-de-Stukely.)

Roche Percee; railway station, southeastern Saskatchewan. (Not Roche Percé.)

Roche Suette. See Roche de Smet.

Rock; lake, Nightingale township, Haliburton county, Ont.

Rock. See Lazy.

Rockcliffe; police village, Carleton county, Ont. (Not Rockliffe.)

Rockliffe. See Stonecliff.

Rocksprings; post office, Leeds county, Ont. (Not Rock Springs.)

Rocky. See Descanso.

Rocky. See Opabin.

Rocky. See Tinson.

Roes Welcome; sound, in the northwestern portion of Hudson bay, Keewatin. (Not Rowe's Welcome nor Sir Thomas Rowe's Welcome.)

Roger; lake, northwest of Expanse lake, Pontiac county, Que. (Not Rogers.) Previous decision revised.

Rogers; glacier, pass, and peak, and Rogers Pass railway station, Selkirk mountains, Kootenay district, B.C.

Rogers. See Prim.

Rogersville; parish, Northumberland county, N.B. (Not Rogerville.)

Roggan; river, emptying into James bay, Ungava. (Not Bishop Roggan nor Great Bishop Roggan.)

Rogue; river, tributary to Hess river, Yukon.

Rolleston; island, northwest of Grenadier island, St. Lawrence river, Leeds county, Ont.

Rollingdam; post village, Charlotte county, N.B. (Not Rolling Dam.)

Romaine; river, emptying into the lower St. Lawrence, opposite Mingan islands, Saguenay county, Que.

Root; river, flowing southwesterly into L. Seul, Keewatin.

Root. See Carrot.

Rosamond; lake, northwest of Rugby township, Kenora district, Ont. (Not Rosamund.)

Rose; island, between Broughton and Robert islands, St. Lawrence river, Leeds county, Ont. (Not Grape nor Grass.)

Rose; lake and river, at headwaters of Nisutlin river, Yukon.

Rose; pass, at head of St. Mary river, Kootenay district, B.C.

Rosebud; creek, tributary to Stewart river, Yukon.

Rosebud; river, tributary to Red Deer river, Alta. (Not Arrowwood.)

Rosenfeld; rock, northeasterly from the east point of Saturna island, strait of Georgia, New Westminster district, B.C. (Not Rosenfelt.)

Roseville; village, Prince county, P.E.I. (Not Little or South Miminigash, nor Minimegash.)

Ross; island, between the east and west branches of Nelson river, Keewatin.

Ross; isthmus and peninsula, northeasterly portion of Franklin isthmus, Keewatin. (Not James Ross.)

Ross; lake, south of Stephen station, Kootenay district, B.C.

Ross; lake, northwest of Affleck lake, Kenora district, Ont.

Ross; peak, Selkirk mountains, Kootenay district, B.C.

Ross; river, tributary to Pelly river, Yukon.

Rossmore; village, Ameliasburg township, Prince Edward county, Ont.

Rouge; lake, Wolfe township, Terrebonne county, Que. (Not lac de la Rouge.)

Rough; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Hamilton nor Little.)

Rougie. See Salisbury.

Round. See Campbell.

Round. See Ghost.

Round. See Joubert.

Round. See Lacroix.

Round. See Skelton.

Rousseau. See Arosen.

Rousselet; island, at the north end of L. Timiskaming, Nipissing district, Ont.

Roussin. See Arosen.

Route; lake, west of Manitou lake, Kenora district, Ont.

Rowan; lake, northeast of Kakagi lake, Kenora district, Ont.

Rowe; island, the northerly one of the Lizard group, Algoma district, Ont. (Not North Lizard.)

Rowes. See Roes.

Rowley; island, Navy group, St. Lawrence river, Leeds county, Ont.

Roxburgh; post settlement, Albert county, N.B. (Not Roxborough.)

Royal; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Bathing.)

Royal; roads, south of Esquimalt harbour, Vancouver island, B.C. (Not Royal bay.)

Royal George. See Myles.

Ruban. See Ribbon.

Ruby; creek, tributary to Indian river, Yukon.

Ruby; creek and mountain, west of Surprise lake, Cassiar district, B.C.

Ruby; mountain, east of Columbia river, between the Arrow lakes, Kootenay district, B.C.

Rudyard; reef, west of Queen point, Manitoulin island, Manitoulin district, Ont.

Ruel; shoal, southwest of Dead island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Rugged. See Locke.

Rugged Island (harbour). See Lockeport.

Rupert; bay and river, Mistassini district, Que. Rupert House, H. B. Co.'s post, at mouth of river.

Rusagonis; river and village, Sunbury county, N.B. (Not Rusagornis nor Rushagornis.)

Rushagornis. See Rusagonis.

Russell; arm and point, on northwest side of Prince Rupert harbour, Coast district, B.C.

Russel; creek, tributary to Little Slocan river, Kootenay district, B.C.

Russel; island and reef, southeast of Cove island, at entrance to Georgian bay, Bruce county, Ont.

Ruth; island, Nanoose harbour, east coast of Vancouver island, B.C.

Ruth; lake and river, west of Nakina river, and south of Chikoida mountain, Cassiar district, B.C.

Ryckman; post village, Wentworth county, Ont. (Not Ryckman's Corners.)

Rykerts. See Bedlington.

S

Sable; river, southeast of Chiefs point, Bruce county, Ont.

Sable. See Ausable.

Sachigo; lake, and river tributary to Severn river Keewatin. (Not Achigo.)

Sackawatisi. See Sassawatisi.

Sacré-Cœur-de-Marie; post village, Thetford township, Megantic county, Que. (Not Sacré-Cœur de Marie.)

Saddle; hill, south of Satellite channel, Vancouver island, B.C. (Not Arbutus.)

Saddle; mountain, near confluence of Stikine and Anuk rivers, Cassiar district, B.C.

Saddle; mountain, southeast of Fairview mountain, Alta. (Not ' The Saddle.")

Saddleback; island, northwest of Pritzler harbour. Hudson strait, Franklin.

Sagaminnis; lake, southwest of Wapikopa lake, upper Winisk river, Keewatin.

Saganaga; lake, south of Dinorwic lake, Kenora district, Ont.

Sahpoochaway. See Odei.

Sah-wah-mish-she. See Sawamisshe.

Ste. Agnes-de-Dundee; post office, Huntingdon county, Que. (Not Ste. Agnès nor Ste. Agnès de Dundee.)

St. Alexandre; parish and railway station, also St. Alexandre Station post office, Iberville county, Que. (Not St. Alexander.)

St. Andrews; post village, Stormont county, Ont (Not St. Andrews West.)

St. Andrews; town, Charlotte county, N.B. (Not St. Andrew's.)

St. Andrews; village, Argenteuil county, Que. (Not St. Andrews East.)

Ste Angele-de-Rimouski; village, Matane county, Que. (Not Ste. Angele de Mercie.)

St. Ann; bay, harbour, and village, Victoria county, N.S.

St. Ann; village, Lincoln county, Ont. (Not St. Anne nor St. Ann's.)

Ste. Anne-de-Bellevue; village, Jacques Cartier county, Que. (Not Ste. Anne de Bellevue nor Ste. Anne du bout de L'Ile.)

Ste. Anne-des-Monts; village, Gaspé county, Que. (Not Ste. Anne de Monts.)

Ste. Anne-de-Stukely. See Rochelle.

Ste. Anne du bout de L'Ile. See Ste. Anne-de-Bellevue.

St. Anthony; lake, Skead township, Nipissing district, Ont.

St. Antoine-de-Pontbriand; village, Thetford township, Megantic county, Que. (Not St. Antoine de Pontbriand.)

St. Antoine-de-Tilly; village, Lotbinière county, Que. (Not St. Antoine, Lotbiniere.)

St. Antoine, Lotbinière. See St. Antoine-de-Tilly.

St. Augustin; river, flowing southerly into the gulf of St. Lawrence, Saguenay county, Que. (Not St. Augustine.) Decision based on priority of publication.

St. Bernard-Sud; post office, St. Johns county, Que. (Not St. Bernard, nor St. Bernard South.)

Ste. Brigide; post village and railway station, Iberville county, Que. (Not Ste. Brigide d'Iberville.)

St. Catharines; city, Lincoln county, Ont. (Not St. Catherines.)

Ste. Cecile-de-Milton; village, Shefford county, Que.

St. Charles-de-Caplan; village, Bonaventure county, Que. (Not St. Charles Caplin.)

St. Clair; lake and river, Essex, Kent, and Lambton counties, Ont.

St. Columban; post village, Two Mountains county, Que. (Not St. Colomban nor St. Columbin.)

St. Croix; lake, Hants county, N.S. (Not St. Croix River lake.)

St. Croix. See Ponhook.

Saint-Cyr; mountain, north of Quiet lake, Yukon.

St. David; village, Lincoln county, Ont (Not St. David's.)

Ste. Emelie. See Ste. Emmélie.

Ste. Emilie. See Ste. Emmélie.

Ste. Emmélie; parish and village, Lotbinière county, Que. (Not Ste. Emelie nor Ste. Emilie.)

St. Etienne-de-Beauharnois; post village, Beauharnois county, Que. (Not St. Etienne nor St. Etienne de Beauharnois.)

St. Eugene; mission, on St. Mary river, Kootenay district, B.C.

St. Francis; lake, Beauce county, and river flowing from the lake, through the counties of Wolfe, Compton, Sherbrooke, Richmond, Drummond, and Yamaska, emptying into the St. Lawrence at lake St. Peter, Que. Authorized French form, St. François.

Ste. Genevieve; group of islands, east of Ste. Anne-de-Bellevue, Jacques Cartier county, Que.

St. George; cape, St. Peter's inlet, Richmond county, N.S. (Not George.) To distinguish it from Cape George in Antigonish county.

St. George; lake, west of lake Winnipeg, Man. (Not St. George's.)

St. George. See George.

St. George Port Daniel. See Port Daniel.

St. Grégoire. See Mount Johnson.

St. Helen; island, in the St. Lawrence, near Montreal, Hochelaga county, Que. (Not St. Helen's.) Authorized French form, Ste. Hélène.

St. Helena; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Cherry nor Goulbourne.)

St. Henri; post village, Lévis county, Que. (Not St. Henri Station.)

St. Henri Station. See St. Henri.

St. Hilary; mountain, southeast of Braeburn lake, southern Yukon.

St. Jean Deschaillons. See Deschaillons.

St. John; island, lake Melville, Ashuanipi district, Que. (Not St. Johns.)

St. Johns; county and town, on Richelieu river, Que. (Not St. John's.)

St. John; mountain, southwest of Windigo bay, north shore of L. Nipigon, Thunder Bay district, Ont.

St. Joseph; village, south of Goderich, Huron county, Ont.

St. Joseph d'Orleans. See Orleans.

St. Lambert; village, Chambly county, Que. (Not St. Lambert, Chambly.)

St. Laurent; village, Jacques Cartier county, Que. (Not St. Laurent, Montreal.)

St. Laurent, Montreal. See St. Laurent.

St. Lawrence; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

St. Margaret; bay, Halifax county, N.S. (Not St. Margaret's.)

Ste. Marguerite; river, tributary to Saguenay river, Chicoutimi and Saguenay counties, Que. (Not St. Margaret.)

Ste. Marguerite. See Marguerite.

St. Martin; lake, northeast of lake Manitoba, Man. (Not St. Martin's.)

St. Mary; bay and cape, Digby county, N.S.

St. Mary; lake, Ridout township, Muskoka district, Ont.

St. Mary; lake, and river tributary to Kootenay river, Kootenay district, B.C. (Not Torrent.)

St. Mary; post village, Kent county, N.B.

St. Mary; river, Guysborough county, N.S.

St. Mary; river, tributary to Belly river, southern Alberta. (Not St. Mary's.)

St. Marys; town and railway station, Perth county, Ont. (Not St. Mary's.)

St. Maurice; county and river, Que.

Ste. Monique; post office, Two Mountains county, Que. (Not Ste. Monique des Deux Montagnes.

Ste. Monique des Deux Montagne. See St. Monique.

St. Nicholas; peak, north of Mt. Gordon, Rocky mountains, Alta.

St. Nora; lake, Stanhope township, Haliburton county, Ont. (Not St. Nora's.)

St. Onge; post office, near Embrun, Russell county, Ont.

St. Patrick's. See San Josef.

St. Paul; post village, Kent county, N.B. (Not St. Pauls.)

St. Paul. See Nuns.

St. Paul's Bay. See Baie-St-Paul.

St. Peter; bay, river, and railway station, Kings county, P.E.I. (Not St. Peter's nor Head of St. Peter's bay.)

St. Peter; island in Hillsborough bay, Queens county, P.E.I. (Not St. Peter's.)

St. Piran; mountain, west of Laggan station, Alta.

St. Raphael; post village, Glengarry county, Ont. (Not St. Rafael nor St. Raphael West.)

St. Regis; post office, Huntingdon county, Que. (Not St. Régis.)

St. Roch-des-Aulnaies; village, L'Islet county, Que. (Not St. Roch des Aulnets.)

Ste. Rosalie; island, in Ottawa river, near Montebello, Ottawa county, Que.

St. Sixte; lake, and river tributary to Petite Nation river, Ottawa county, Que. (Not Sincique.)

St. Stanislas-de-Kostka; post village, Beauharnois county, Que. (Not St. Stanislas.)

St. Stephen; town, Charlotte county, N.B. (Not St. Stephens.)

Ste. Thérèse-de-Blainville; village and railway station, Terrebonne county, Que. (Not Ste. Thérèse nor Ste. Thérèse de Blainville.)

St. Urbain-de-Chateauguay; parish and post village, Chateauguay county, Que. (Not St. Urbain de Chateauguay nor St. Urbain en haut.)

St. Valentin; parish and post village, St. Johns county, Que. (Not St. Valentine.)

Sakwatamau; river, tributary to Athabaska river, Alta. (Not Eagle nor Sa-kwa-ta-mow.)

Salem; post village, Cumberland county, N.S. (Not Salent.)

Salent. See Salem.

Salisbury; bay, Albert county, N.B. (Not Rougie.)

Salmon; island, north side of Big bay, Hastings county, Ont.

Salmon; river flowing into Big bay, Hastings and Lennox counties, Ont.

Salmon. See Kinonge.

Salmon. See Wicked.

Salt; point, Presqu'ile peninsula, Brighton township, Northumberland county, Ont.

Salt. See Way.

Saltspring; island, southeast coast of Vancouver island, B.C. (Not Admiral nor Chuan.)

Sand. See Desert.

Sand. See Hyndman.

Sanderson; point, west side of Lower Arrow lake. Kootenay district, B.C.

Sanderson. See Iononoaklin.

Sandy. See Pakwa.

Sandy-beach; lake, at headwaters of St. Maurice river, Champlain county, Que.

Sanford; mountain, southwest of Snowdon range Cassiar district, B.C.

Sangrida; peak, Valkyr mountains, Kootenay district, B.C.

San Josef; bay, near northwest end of Vancouver island, B.C. (Not San Joseph nor St. Patrick's.)

San Miguel; group of islands, off the entrance to Friendly cove, Nootka sound, Vancouver I., B.C.

Sapasook. See Sapasuk.

Sapasoose. See Sapasuk.

Sapasuk; lake on N.T. Ry. northeast of L. Nipigon, Thunder Bay district, Ont. (Not Sapasook nor Sapasoose.)

Sapphire; col, between "The Dome" and "Castor," Selkirk mountains, Kootenay district, B.C.

Sarbach; mountain, north of Howse pass, Rocky mountains, Kootenay district, B.C.

Sarcee; butte and Indian reserve, on Elbow river, Alta.

Sasaginaga; lake, northwest of Cobalt, Nipissing district, Ont. (Not Clear.)

Sasakwei; lake, southwest of Peake lake, Kenora district, Ont. (Not Summit.)

Saskatchewan. See Turnagain.

Saskeram; lake, west of The Pas, Keewatin. (Not Indian Pear Island lake.)

Sass; river, tributary to Little Buffalo river, south of Great Slave lake, N.W.T. (Not Sass-tessi.)

Sassaganaga; lake, northeast of Kipawa lake, Pontiac county, Que.

Sassawatisi; lake, at headwaters of Manuan river, Champlain county, Que. (Not Sackawatesie nor Chisaouataisi.)

Sass-Tessi. See Sass.

Satasha; lake, west of Nordenskiöld river, Yukon.

Saturn; rock, southwest of Greenough point, Bruce county, Ont.

Saugeen; peninsula, the northwestern portion of Bruce county, Ont.

Saugeen; river, flowing into lake Huron at Southampton, Bruce county, Ont. (Not Saugink.)

Saugum; creek, east of Kootenay river, north of Steele, Kootenay district, B.C. (Not Six-mile.)

Sault-au-Cochon; river, Saguenay county, Que. (Not Saut de Cochon.)

Saulteux; river, tributary to Lesser Slave river, central Alberta. (Not Sauteur nor Sauteux.)

Saunders; reef, near Misery bay, Manitoulin island, Manitoulin district, Ont.

Saut de Cochon. See Sault-au-Cochon.

Saut de Mouton. See Mille Vaches.

Sauteur. See Saultaux.

Sauteux. See Saulteux.

Savant; lake, south of L. St. Joseph, Thunder Bay district, Ont.

Savage; island, northeast of Whitney point, St. Lawrence river, Leeds county, Ont.

Savage. See Upper Savage.

Savasse Berry. See Serviceberry.

Sawamisshi; lake, Stanhope township, Haliburton county, Ont. (Not Sah-wah-mish-she.)

Sawback; range of mountains, west of Stikine river, Cassiar district, B.C.

Sawbill. See Sheldrake.

Sawyer; pass, at head of St. Mary river, Kootenay district, B.C.

Saxon; island, south of Shute point, Bruce county, Ont.

Sayia. See Sayyea.

Sayunei; range of mountains, Gravel river, Mackzie, N.W.T. (Not Sayunne.)

Sayyea; creek, tributary to upper Liard river, Yukon. (Not Sayia.)

Scalping Knife; mountain, east of Columbia river, Kootenay district, B.C.

Scatari; island, off the coast of Cape Breton island, N.S. (Not Scatarie, Scattarie, nor Scatary.)

Schaffer; mountain, northwest of mount Biddle Rocky mountains, Kootenay district, B.C.

Schist; lake, northwest of Tawatinaw lake, Kenora district, Ont.

Schley Land. See Ellesmere.

Schnare; point, north shore of St. Margaret bay, Halifax county, N.S. (Not Snares.)

Schnarr; lake, Melick and Redditt townships, Kenora district, Ont.

Schooner. See Miles.

Schreiber; point, north of Kaien island, Prince Rupert harbour, Coast district, B.C.

Scorpion; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

Scotch Bonnet; island and lightstation, west of Wellington (Big Sandy) bay, Prince Edward county, Ont. (Not Egg island.)

Scotchie; reef, at South Baymouth, Manitoulin island, Manitoulin district, Ont.

Scotsman; bay, Kings county, N.S. (Not Scots, Scot's nor Scotsman's.)

Scott; mountain, near Rapid river and east of Rabbit mountain, Abibiti district, Que.

Scott; point, on north side of entrance to baie du Doré, Bruce county, Ont.

Scougall; bank, southwest of MacGregor point, Bruce county, Ont.

Scout; reef and spit, southwest of Burke island, Bruce county, Ont.

Scratching. See Morris.

Scroggie; creek, tributary to Stewart river, Yukon.

Scud; river, tributary to Stikine river, Cassiar district, B.C.

Sea; lake, Murchison township, Nipissing district, Ont.

Seal; cove, at north end of Kaien island, Coast district, B.C.

Seal. See Dog.

Seal. See Tisiriuk.

Sealion; mountain, northeast of Moberly, Rocky mountains, Kootenay district, B.C.

Seaman; reef, at entrance to Wood bay, south shore Manitoulin island, Manitoulin district, Ont.

Seashell; rock, west of Lyal island, Bruce county, Ont.

Seechelt; inlet, north of the strait of Georgia, New Westminster district, B.C. (Not Sechelt.)

Seeley; village, Leeds county, Ont. (Not Seeley's Bay nor Seely's Bay.)

Seepanock. See Sipanok.

Segatiga; brook, tributary to Burntwood river, Keewatin.

Seggemak; lake, southeast of Saganaga lake, Kenora district, Ont. (Not Black Bird.)

Segum Sega. See Kejimkujik.

Sekulmun; lake, west of Aishihik lake, Yukon.

Sekwi; brook, canyon, and mountain, Gravel river, above Natla river, Mackenzie, N.W.T.

Selby; lake, east of Anzhekumming lake, Kenora district, Ont. (Not Lynx.)

Selkirk; N. W. Mounted Police post, at the mouth of Lewes river, Yukon. The site of the old fort of the H. B. Co. is on the opposite bank of the river. (Not Fort Selkirk.)

Selous; mountain, between the forks of Macmillan river, Yukon.

Selwyn; island, west of Humboldt bay, L. Nipigon, Thunder Bay district, Ont.

Selwyn; mountain, east of mount Dawson, Selkirk mountains, Kootenay district, B.C.

Selwyn; river, tributary to Yukon river, west of Lewes river, Yukon.

Semenof; hills, at confluence of Lewes and Big Salmon rivers, Yukon. (Not Semenow.)

Semiamu; bay, east of Boundary bay, New Westminster district, B.C. (Not Semiahmoo.)

Separation; lake, English river, Kenora district, Ont.

Sepewesk. See Sipiwesk.

Sept iles. See also Seven Islands.

Serpentine; lake, Anstruther township, Peterborough county, Ont.

Serviceberry; creek, tributary to Rosebud river, Alta. (Not Savasse Berry.)

Seseganaga; lake, east of Sturgeon lake, Thunder Bay district, Ont.

Sesikinaga; lake and river, at headwaters of Wenesaga river, Keewatin.

Setidgi. See Sitidgi.

Setting; lake and river, Grass river, Keewatin. (Not Net Setting nor Puke-lowogein.)

Seul, lac; a large lake on the northern boundary of Kenora district, Ont. (Not Lonely.)

Seven Acre. See Melville.

Seven Islands (Eng. usage) Sept Iles (Fr. usage); group of islands, bay, and H. B. Co. post, north shore of St. Lawrence river, Saguenay county, Que.

Seven Pines. See Bass.

Severn; lake and river, emptying into the southerly side of Hudson bay, also H. B. Co.'s post at mouth of river, Keewatin. Not Fort Severn Post.)

Sevigny; island, in St. Lawrence river, near Valleyfield, Soulanges county, Que. (Not Petite Ile aux Cygnes.)

Shabogama; lake and river, Abitibi district, Que. (Not Shabokama.)

Shabumeni; lake and river, southwest of Cat lake, Keewatin. (Not Shaboomene.)

Shad. See Shag.

Shaft; point, Departure bay, east coast of Vancouver island, B.C.

Shag; bay and head, also Shag Bay post office, Halifax county, N.S. (Not Shad.)

Shagamu; lake and river, west of Winisk river, southeastern Keewatin. (Not Shagamew nor Shakaneh.)

Shaganash; island, northeast of Pt. Magnet, Thunder Bay district, Ont.

Shakes; creek, tributary to Stikine river, south of Glenora, Cassiar district, B.C.

Shakespeare; island in L. Nipigon, Thunder Bay district, Ont.

Shakwak; valley, west of lake Dezadeash, Yukon.

Shakaneh. See Shagamu.

Shallop; creek, south side of Anticosti island, Saguenay county, Que. (Not Chaloupe river nor Jupiter creek.)

Shallow; lake, between Bernard and Tutshi lakes, Cassiar district, B.C.

Shallow. See Mennin.

Shallow. See Pakwash.

Shamattawa; river, tributary to Winisk river, southeastern Keewatin. (Not Matawa nor Shamat-tay-wah.)

Shamrock; bank, southeast of Gatacre point, Manitoulin island, Manitoulin district, Ont.

Shamus; river, emptying into Matchimanito lake Abitibi district, Que.

Shangoina; island, east of Thunder cape, Thunder Bay district, Ont.

Shannonville; village, Tyendinaga township, Hastings county, Ont.

Shanly; post office, Grenville county, Ont. (Not Shanley.)

Shantee. See McMahon.

Shanty. See McMahon.

Sharbau; island, at southerly entrance to Rivers inlet, Coast district, B.C. (Not Sharban.) Reversal of previous decision.

Sharp; lake, northwest of Cobalt, Nipissing district, Ont.

Sharp; mountain, east of mount Goodsir, Rocky mountains, Kootenay district, B.C.

Sharp. See Jack.

Sharp Mt. (lake). See Elizabeth.

Shaughnessy; mountain, north of Hermit mountain, Selkirk mountains, Kootenay district, B.C.

Shawanaga; inlet, river, and township, Parry Sound district, Ont. (Not Franklin inlet nor Shawanaga bay.)

Shawatlan; lake and passage, northeast of Kaien island, Coast district, B.C. (Not Shawatlans nor Shoo-wah.tlans.)

Shawenegan; falls, lake, river, township, and village, St. Maurice county, Que. (Not Shawinigan nor Shewanegan.)

Sheaffe; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Black Charlie nor Brush.)

Sheak. See Sheek.

Shebeshekong; bay, also channel between Franklin island and the mainland, Parry Sound district, Ont.

Shecake; island, South bay, Manitoulin island, Manitoulin district, B.C.

Shecatica. See Shekatika.

Shedlui. See Deception.

Sheehan; lake, Halifax county, N.S. (Not Shehea.)

Sheek; island, St. Lawrence river, west of Cornwall, Stormont county, Ont. (Not Sheak, Sheek's, Sheik's, Shieck, nor Shieck's.)

Sheep; lake and mountain, east of Tatonduk river, Yukon.

Sheep; river, tributary to Highwood river, southern Alberta. (Not Sheep creek.)

Sheepshank. See Shesheeb.

Sheesheeb. See Shesheeb.

Sheffield Vault; brook, flowing into Minas channel, Kings county, N.S.

Shehea. See Sheehan.

Sheik's. See Sheek.

Shekatika; bay, west of the strait of Belleisle, Saguenay county, Que. (Not Shecatica.)

Shelburne; bay, harbour, and town, Shelburne county, N.S. (Not Shelburne Harbour.)

Shelburne Harbour. See Shelburne.

Sheldon; lake, Lutterworth township, Haliburton county, Ont. (Not Sheldon's.)

Sheldon; lake, on Ross river, also mountain between Macmillan and Ross rivers, Yukon.

Sheldrake; river, Saguenay county, Que. (Not Sawbill.)

Shell; brook, tributary to Shell river, north of Prince Albert, Sask. Also Shell Brook post office.

Shemogue; harbour and town, Westmorland county, N.B. (Not Great Shemogue nor Bristol.)

Shemong. See Chemung.

Sheogomoc. See Shogomoc.

Sheol; mountain, east of mount Aberdeen, Alta.

Sherbrooke; city and county, Que. (Not Sherbrook.)

Sherbrooke; creek and lake, northwest of Hector station, Kootenay district, B.C.

Sherbrooke; islands, between Garrett and Lynedoch islands, St. Lawrence river, Leeds county, Ont.

Sherbrooke; township, in Haldimand county, Ont. (Not Sherbrook.)

Sherbrooke; village in Guysborough county, N.S. (Not Sherbrook.)

Sherringham; point, west of Sooke inlet, Vancouver island, B.C. (Not Sheringham.)

Sherwood; point, Presqu'ile bay, Brighton township, Northumberland county, Ont. (Not Sherwood's)

Sherwood Spring; post village, Leeds county, Ont. (Not Sherwood Springs.)

Shesheeb; bay and point, east of Black bay, Thunder Bay district, Ont. (Not Sheesheeb, Shesheep, nor Sheepshank.)

Shesheinquann. See Shoshokwan.

Sheslay; river, tributary to Inklin river, Cassiar district, B.C.

Shezal; canyon, Gravel river, below Natla river, Mackenzie, N.W.T.

Shictahawk. See Shiktahawk.

Shieck. See Sheek.

Shields; landing, on west side of Lower Arrow lake, Kootenay district, B.C.

Shiktahawk; river, tributary to St, John river, Carleton county, N.B. (Not Shictahawk, Shikatehawk, nor Shikitihawk.)

Shingwak; lake, north of Cameron lake, Kenora district, Ont. (Not Pine.)

Ship; bank, in Owen channel, Manitoulin district, Ont.

Ship; island, northeast from Horse point, Ameliasburg township, Prince Edward county, Ont.

Shippigan: harbour, island, and village, Gloucester county, N.B. (Not Shippegan.)

Shoal; point, in Presqu'ile bay, Brighton township, Northumberland county, Ont.

Shoe; island, northwest of Grenadier island, St. Lawrence river, Leeds county, Ont.

Shoemaker. See Ingall.

Shogomoc; lakes, and river tributary to St. John river, York county, N.B. (Not Sheogomoc nor Shogamoc.)

Sholiaban; creek and fishing station, west of cape Mekattina, Saguenay county, Que. (Not Choniaban, Souriban, nor Sourilaban.)

Shongwashu; lake, east of Saganaga lake, Kenora district, Ont. (Not Shongwashoucheneibewin.)

Shookum. See Skookum.

Shoo-wah-tlans. See Shawatlan

Shoshokwan; lake, and river tributary to upper Ottawa river, Montcalm and Pontiac counties, Que. (Not Shoshoquon nor Shesheinquann.)

Shotbolts. See Gonzales.

Shoulie. See Shulie.

Shoushwap. See Shuswap.

Shubenacadie; lake, Halifax and Hants counties, N.S. (Not Grand nor Shubenacadie Grand.)

Shulie; river and village, Cumberland county, N.S. (Not Shoulie.)

Shuswap; lake, river, and railway station, Yale district, B.C. (Not Shoushwap lake, nor Spallumcheen river.)

Shute; point, on east shore of Stokes bay, Bruce county, Ont.

Sibbald; creek, tributary to Jumpingpound creek, southern Alberta.

Sibell; bay, Oyster harbour, east coast of Vancouver island, B.C.

Sibert; point, at southeast entrance to Pine Tree harbour, Bruce county, Ont.

Sicannie Chief. See Sikanni Chief.

Sidney; township, in Hastings county, Ont.

Siffleur; river, tributary to Saskatchewan river, Alta.

Sifton; lake, south of Shabogama lake, Abitibi district, Que.

Sifton; mountain, Hermit range, Selkirk mountains, Kootenay district, B.C.

Sifton; mountains, west of lake Laberge, Yukon.

Siggia. See Haven.

SIKANNI CHIEF; river, tributary to Fort Nelson river, Cariboo and Cassiar districts, B.C. (Not Sicannie Chief.)

SILVER; lake, lying partly on east side of Pettypiece township, Kenora district, Ont. (Not Manitou.)

Silver. See Lowes.

SILVERHORN; mountain, north of Bow lake, southern Alberta.

SILVER SALMON; river, tributary to Nakina river, Cassiar district, B.C.

SIMCOE; bank and point, at entrance to Providence bay, Manitoulin island, Manitoulin district, Ont.

SIMCOE; island, west of Wolfe island, St. Lawrence river, Frontenac county, Ont. (Not Gage.)

SIMILKAMEEN; river, Yale district, B.C. (Not South Similkameen.)

SIMMONS; creek, tributary to Stewart river, below Scroggie creek, Yukon.

Simms. See Sims.

SIMON; bay, and point at entrance to Greenough harbour, Bruce county, Ont.

SIMON; lake, south of Obaska lake, Abitibi district, Que.

SIMPSON; lake and mountains, between Liard and Frances rivers, Yukon.

SIMPSON; rock, Southgate group, Queen Charlotte sound, Coast district, B.C.

SIMPSON TOWER; mountain, west of Frances lake, Yukon. (Not Simpson's.)

SIMS; bay and island, South bay, Manitoulin district, Ont. (Not Simms.)

Sincique. See St. Sixte.

SINKUT; creek and lake, on telegraph trail, south of Nechako river, Cariboo district, B.C. (Not Tsinkut.)

SIPANOK; channel, between Carrot and Saskatchewan rivers, Sask. (Not Seepanok nor Seepanock.)

SIPIWESK; lake, north of Cross lake, Nelson river, Keewatin. (Not Sepewesk.)

SIR DONALD; glacier, mountain, and range of mountains in the Selkirks, Kootenay district, B.C.

SIR SANDFORD; mountain, near the head of Gold river, in the Selkirks, Kootenay district, B.C.

SIR WILLIAM; island, west of Lynedoch island, St. Lawrence river, Leeds county, Ont.

SISIPUK; lake, on Churchill river, Keewatin and Sask. (Not Duck.)

SISTERS; islands, east of Fair point and northwest of Gordon island, St. Lawrence river, Leeds county, Ont.

SITIDGI; lake, north of Great Bear lake, Mackenzie, N.W.T. (Not Setidgi.)

SIWITI; rock, Blunden harbour, Queen Charlotte sound, Coast district, B.C.

Six-mile. See Saugum.

Sixteen Mile. See Oakville.

SIXTY; creek, branch of Henderson creek, Yukon.

SIXTYMILE; river, tributary to Yukon river, Yukon.

Skaloo. See Skelu.

SKEENA; river, emptying into the Pacific ocean, Cassiar district, B.C. (Not Skena.)

SKELTON; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Big nor Round.)

SKELU; inlet, Graham island, Queen Charlotte islands, Coast district, B.C. (Not Skaloo.)

Skena. See Skeena.

SKIDEGATE; inlet, also channel between Graham and Moresby islands, Queen Charlotte islands, Coast district, B.C.

SKINNER POND; village, Prince county, P.E.I. (Not Skinner's Pond.)

Skirmish. See Wild Horse.

SKOOKUM; lake, Galbraith township, Algoma district, Ont. (Not Shookum.)

SLATE; creek, tributary to Klondike river, Yukon.

SLATE; lake, on Wenasaga river, northwest of L. Seul, Keewatin.

SLATE; pass between headwaters of Klondike and McQuesten rivers, Yukon.

SLAUGHENWHITE; point, northeast of Head harbour, St. Margaret bay, Halifax county, N.S. (Not Oakland.)

SLEEPY; river, emptying into Obaska lake, Abitibi district, Que.

SLOCAN; lake, river, and town, Kootenay district, B.C. (Not Slocan City.)

Slocoh. See Sloko.

SLOKO; inlet, lake, mountain, and river, Cassiar district, B.C. (Not Slocoh.)

Small. See Little Bow.

SMALL DUCK; creek, tributary to Rock creek, Klondike river, Yukon.

Small Trout. See Meggisi.

SMART; mountain, west of mount Bonney, Selkirk mountains, Kootenay district, B.C.

SMITH; creek, tributary to the south branch of Brazeau river, central Alberta.

SMITH; point, southwestern point of Cockburn island, Manitoulin district, Ont.

SMITH; rock, in Fitzwilliam channel, Manitoulin district, Ont.

Smith. See Wynott.

Smith's. See Riall.

SMITHS FALLS; railway junction and town, Lanark county, Ont. (Not Smith's Falls.)

SMOKE; lake, in Algonquin National park, Nipissing district, Ont.

SMOKE; point, in Weller bay, Ameliasburg township, Prince Edward county, Ont.

Smoke. See Aubrey.

Smoke. See Hickey.

SMOKEHOUSE; island, north of Chiefs point, Bruce county, Ont.

SMOOTHROCK; lake, northwest of lake Nipigon, Thunder Bay, district, Ont. (Not Smooth Rock Island lake.)

SMOOTHROCK; lake, south of Manitou lake, Kenora district, Ont. (Not Smooth Rock.)

SNAKE; island, north of Cedar island, bay of Quinte, Hastings county, Ont.

SNAKE; island, off Departure bay, east coast of Vancouver. B.C. (Not Lighthouse.)

Snake. See Bloomfield.

Snake. See Fox.

Snake. See McCallum.

Snake. See Matheson.

Snares. See Schnare.

SNIDER; post office, Halton county, Ont. (Not Snider's Corners.)

Snider's Corners. See Snider.

SNOW-CAP; mountain, west of lower part of Stikine river, Cassiar district, B.C.

SNOWDON; range of mountains, southeast of Gladys lake, Cassiar district, B.C.

SNOWSLIDE; creek, tributary to Cariboo creek, Kootenay district, B.C.

SNOWY; mountain, east of Stikine river, near the elbow, Cassiar district, B.C.

SODA; creek, flowing into upper branch of Hunker creek, Yukon.

SODALITE; valley, east of Ice river, Rocky mountains, Kootenay district, B.C.

SOGAKWA; portage, at head of Pizustigwan river, upper Winisk river, Keewatin.

SOLMES; island, east of Telegraph island, bay of Quinte, Prince Edward county, Ont.

SOLMESVILLE; post village, Sophiasburg township, Prince Edward county, Ont.

SOLOMONS TEMPLES; islands, north of Charlton island, James bay, Ungava. (Not Solomon Temple.)

SOMASS; river, flowing into the head of Alberni canal, Vancouver island, B.C. (Not Somas, Somos, Sumas, nor Sumass.)

SOMERSET; island, north of Boothia peninsula, Franklin. (Not North Somerset.)

SONORA; island, between Nodales and Okisollo channels, Coast district, B.C. The northern portion of what was formerly Valdes island.

SOPHIASBURG; township, Prince Edward county, Ont. (Not Sophiasburgh.)

SOSKUMIKA; lake, an expansion of Nottaway river, Abitibi district, Que.

Soulanges. See Dondaine.

SOURCE; lake, in Algonquin National park, Nipissing district, Ont.

Souriban. See Sholiaban.

Sourilaban. See Sholiaban.

SOURIS; river, tributary to the Assiniboine, Manitoba and Saskatchewan.

SOURIS; town, Kings county, P.E.I. (Not East Souris.)

SOUTH; bay, near southeast end of Manitoulin island, Manitoulin district, Ont. (Not Manitoulin Gulf.)

South. See Algernon.

South. See Koksoak.

South. See Prince Edward.

SOUTHAMPTON; village, at the mouth of Saugeen river, Bruce county, Ont.

South Bay. See Prince Edward.

SOUTH BAYMOUTH; town site, Manitoulin island, Manitoulin district, Ont.

South Br. Highwood R. See Stimson creek.

South Br. Little river. See Flemming brook.

SOUTH DUCK; river, emptying into Duck bay, lake Winnipegosis, Man. (Not Duck River South.)

SOUTHERN INDIAN; lake, on Churchill river, Keewatin. (Not Indian nor South Indian.)

SOUTHESK; river, tributary to Brazeau river, Alta. (Not Southesk Branch.)

South Joggins. See Joggins.

South Joggings. See Joggins.

South Mya. See Mya.

SOUTH NATION; river, flowing through the counties of Grenville, Dundas, Stormont, Russell, and Prescott, and emptying into the Ottawa. (Not Little Nation, Nation, nor Petite Nation.)

South Porpoise. See Lelu.

South Rideau river. See Kemptville creek.

South Similkameen. See Similkameen.

SOUTHWEST; bay, in lake Evans, Abitibi district, Que.

Southwest; point, Anticosti island, Saguenay county, Que. (Not South West.)

Soyers; lake, Minden township, Haliburton county, Ont.

Spallumcheen. See Shuswap.

Spar; lake, south of Separation lake, Kenora district, Ont.

Sparrow; island, southwest of Stovin island, Brock group, St. Lawrence river, Leeds county, Ont.

Spearing; mountain, north of Tulameen river, Yale district, B.C.

Spectacles; rocks, 1½ miles west of Gananoque, St. Lawrence river, Leeds county, Ont.

Spectacles; islands (2) north of Wolfe island, St. Lawrence river, Frontenac county, Ont.

Spencer; creek, tributary to Bow river, Alta.

Spicer; harbour and island, north shore of Hudson strait, Franklin.

Spike; peak, northeast of Moberly, Rocky mountains, Kootenay district, B.C.

Spillimacheen; mountain, and river tributary to Columbia river, Kootenay district, B.C. (Not Spill En Mee Chene nor Spillimichene.)

Spilsbury; island, Navy group, St. Lawrence river, Leeds county, Ont.

Spire; island and ledge, south of Frederick point, Prince Rupert harbour, Coast district, B.C.

Spirit; creek, tributary to Wild Horse river, Kootenay district, B.C.

Spirit; river, tributary to Peace river, east of Dunvegan, Alta. (Not Ghost.)

Spit; head, westerly extreme of Howe island, St. Lawrence river, Frontenac county, Ont.

Split; cape, Kings county, N.S. (Not Splitt.

Split; lake, on Nelson river, Keewatin.

Spong; island, northeast of Whitney point, St. Lawrence river, Leeds county, Ont.

Springer; point, on the south side of Sonora island, Coast district, B.C.

Springhill; post settlement, west of Fredericton, York county, N.B.

Springhill; village, Compton county, Que. (Not Spring Hill.)

Sproat; mountain, north of Upper Arrow lake, Kootenay district, B.C.

Sprucegrove; post office, west of Edmonton, Alta. (Not Spruce Grove.)

Square; bay, east of Dominion point, Manitoulin island, Manitoulin district, Ont.

Square; brook, flowing into Minas channel, Kings county, N.S. (Not Square Cove brook.)

Square. See Squire.

Squaw. See Brock.

Squire; point, on Call creek, between Johnstone strait and Knight inlet, Coast district, B.C. (Not Square.)

Squirrel. See Footprint.

Srigley; bay, south shore Manitoulin island, Manitoulin district, Ont.

Stafford; rock, north of Western Duck island, Manitoulin district, Ont.

Stainforth. See Staniforth.

Stake; creek, flowing into Quiet lake, Yukon.

Stanawan; lake, southwest of Dinorwic lake, Kenora district, Ont. (Not Grassy River lake.)

Staniforth; point, at the entrance to Gardner canal, Coast district, B.C. (Not Stainforth.)

Stanley; a spur of the Valkyr mountains, Kooteuay district, B.C.

Stanley; island, in St. Lawrence river, near Summerstown, Glengarry county, Ont. (Not Craigs.)

Stanley; river, tributary to Tatshenshini river, Cassiar district, B.C.

Stanley; village, York county, N.B. (Not Stanley Village.)

Stanley Corners; post office, Carleton county, Ont. (Not Stanley's Corners.)

Stanley Mills; post office, Peel county, Ont. (Not Stanley's Mills.)

Stanley Village. See Stanley.

Stanzhikimi; lake, west of Tawatinaw lake, Kenora district, Ont.

Stapledon; island, east of Lelu island, near entrance to N. Skeena passage, Coast district, B.C.

Star; creek, branch of Hunker creek, Yukon.

Starnesboro; post office, Huntingdon county, Que. (Not Starnesborough.)

Starr; creek, tributary to Pelly river, between Hoole and Ketza rivers, Yukon.

Starvation. See Strawberry.

Stave; island, Navy group, St. Lawrence river, Leeds county, Ont. (Not Big Stave.)

Steele; town, Kootenay district, B.C. Railway station of same name 7 miles south of town. (Not Fort Steele.)

Steep; creek, tributary to Beaverfoot river, Rocky mountains, Kootenay district, B.C.

Steepbank; river, emptying into lake Claire, Alta. (Not Steep Bank nor Steep-bank.)

Steeprock; river, emptying into northerly end of lake Winnipegosis, Man. (Not Steep Rock.)

Steevens; island, north of Greene island, Manitoulin district, Ont. (Not Cariboo nor Little Green.)

Stelako. See Stellako.

STELLA; village, on telegraph trail, near mouth of Stellako river, Cariboo district, B.C.

STELLAKO; river, connecting Français and Fraser lakes, Cariboo district, B.C. (Not Stelako.)

STEPHEN; lake, north of Kakagi lake, Kenora district, Ont.

STEPHEN; mountain, and railway station, Kootenay district, B.C.

Stephens. See Navy.

Sterling. See Stirling.

STEVENS; creek, north of Whatshan lake, Kootenay district, B.C.

STEVENS; island, Southgate group, Queen Charlotte sound, Coast district, B.C.

Stevens. See Navy.

STEWART; canyon, Cascade river, Rocky Mts. park, Alta.

STEWART; lake, west of Parrywood station, Kenora district, Ont.

STEWART; river, tributary to Yukon river, Yukon.

STEWART; rock, in Owen channel, Manitoulin district, Ont.

Stewart. See Stuart.

STIKINE; river, Cassiar district, B.C. (Not Stickeen nor Stikeen, etc.)

STIMSON; creek, tributary to Highwood river, Alta. (Not South Branch of Highwood river.)

STIMUKOKTOK; cape, east shore Ungava bay, Ungava.

STIRLING; lake, and village, southeastern Alberta. (Not Sterling nor Eighteen Mile lake.)

STITTVILLE; post village and railway station, Carleton county, Ont. (Not Stittsville.)

STOKES; bay and river, in Bruce county, Ont.

Stone. See Mirond.

STONEBURGH, cove, Weller bay, Ameliasburg township, Prince Edward county, Ont. (Not Stoneburgh's.)

STONECLIFF; railway station and village, Renfrew county, Ont. (Not Rockliffe.)

Previous decision revised, P.O. Dept. and Ry. Co. having changed the name to avoid confusion with the well known "Rockcliffe" at Ottawa.

Stonehouse. See Glengarry.

STONEY; creek and Stoney Creek village, Wentworth county, Ont. (Not Stony.)

STONY; creek, tributary to M'Clintock river, Yukon.

STONY; islet, north of Kincardine, Bruce county, Ont.

STONY; lake, Burleigh township, Peterborough county, Ont.

STONY; point, north of Corbay point, Manitoulin district, Ont.

STONY; point, in Presque'ile bay, Brighton township, Northumberland county, Ont. (Not Stoney.)

Stony. See Barrie.

Stony. See Blake.

Stony. See Stoney.

STONYPLAIN; post office, west of Edmonton, Alta. (Not Stony Plain.)

STOPLOG; lake, Burleigh township, Peterborough county, Ont. (Not Stop Log.)

STORM; creek, tributary to Highwood river, Alta.

STORM; mountain, north of mount Ball, Alta., and Kootenay district, B.C

STORMY; lake, Glamorgan township, Haliburton county, Ont.

STOVEL; peak, south of Talaha bay, Tagish lake, Cassiar district, B.C.

STOVIN; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Picnic nor Refugee.)

STRAGGLE; lake, Harcourt township, Haliburton county, Ont.

Straight. See Opinaka.

STRANGER; lake, southwest of Kimmewin lake, Kenora district, Ont.

STRATFORD; township, Wolfe county, Que.

STRATHARBO; settlement, Northumberland county, N.B. (Not Strathabo.)

STRATHCONA; island, west of Crooks inlet, north shore of Hudson strait, Franklin.

STRAWBERRY; island, in lake Simcoe, Ontario county, Ont. (Not Starvation.)

STUART; lake and river, tributary to Nechako river, Cariboo district, B.C. (Not Stewart nor Stuart's.)

STUPART; bay, south shore of Hudson strait, Ungava.

Sturgeon. See Namew.

Sturgeon. See Nemei.

STURGEON-WEIR; river, flowing from the north into Cumberland lake, Sask. (Not Sturgeon Weir.)

Sucker. See Gladys.

Sucker. See Nemeibennuk.

Sugar. See Mulcaster.

SUGARBUSH; lake, Addington township, Ottawa county, Que. (Not Sugar Bush.)

SUGARLOAF; mountain, near Stikine river, north of Iskut river, Cassiar district, B.C.

SULLIVAN; hill, north of St. Mary river, Kootenay district, B.C.

SULLIVAN; lake, south of Battle river, Alta. (Not Sullivan's.)

SULLIVAN; mountain, west of Dease lake, Cassiar district, B.C.

SULPHUR; creek, tributary to Indian river, Yukon.

Sumac. See Robert.

Sumach. See Everest.

SUMAS; lake, post office, railway junction, and river, south of Fraser river, New Westminster district, B.C. (Not Sumass.)

Sumass. See Somass.

Sumass. See Sumas.

SUMMIT; lake, south of lake Bernard, Cassiar district, B.C.

SUMMIT; railway station, Kenora district, Ont.

Summit. See Sasakwei.

SUNDAY; lake, Rowell township, Kenora district, Ont.

SUNDAY; mountain, west of the north end of lake Laberge, Yukon.

SUNDAY; peak, east of Tagish lake, Cassiar district, B C.

SUNSHINE; creek, east of Lower Arrow lake, Kootenay district, B.C.

SUNSHINE; lake, northeast of Manitou lake, Kenora district, Ont.

SURGE; narrows, easterly entrance to Okisollo channel, Coast district, B.C.

SURPRISE; lake, east of Atlin lake, Cassiar district, B.C. (Not Kusiwah.)

SURPRISE; lake, south of Onamakawash lake, Thunder bay district, Ont.

SURPRISE; mountain, west of the north end of lake Laberge, Yukon.

SURVEYOR; island, opposite Bucks bay, St. Lawrence river, Leeds county, Ont. (Not Surveyor's.)

SUSKWA; river, tributary to Bulkley river, near Hazelton, Cassiar district, B.C. (Not Bear nor Susqua.)

SUTHERLAND; river, tributary to Inverness river, south of Lesser Slave lake, central Alberta.

SUTIL; cape, at westerly entrance to Goletas channel, northerly coast of Vancouver island, B.C. (Not Commerell.)

SUTTON; bay, at north end of L. Timiskaming, Nipissing district, Ont. (Not Sutton's.)

SUTTON; lake, north of Ekwan river, Keewatin. (Not Sutton Mill lake.)

SWAN; island, in Columbia river between Upper and Lower Arrow lakes, Kootenay district, B.C.

SWAN; river, flowing northerly into Lesser Slave lake, central Alberta.

SWANZY; glacier and mountain, east of mount Bonney, Selkirk mountains, Kootenay district, B.C.

SWEATHOUSE; creek, tributary to Little Smoky river, Alta. (Not Sweat House.)

SWEDE; creek, tributary to Yukon river, above Dawson, Yukon.

SWEDE; island, southeast of Sturgeon bay, Thunder Bay district, Ont.

Sweet Herb. See Wekusko.

SWISS; peaks, Selkirk mountains, Kootenay district, B.C.

SYLVIA GRINNELL; river, emptying into Frobisher bay, Franklin.

SYNDICATE; lake, west of Manitou lake, Kenora district, Ont.

SYRINGA; creek, tributary to Columbia river, south of Lower Arrow lake, Kootenay district, B.C.

T

Tabasintac. See Tabusintac.

TABASOKWIA; river, tributary to upper Winisk river, Keewatin.

Tabisintac. See Tabusintac.

TABUSINTAC; river and village, Northumberland county, N.B. (Not Tabasintac nor Tabisintac.)

TACHE; railway station, Kenora district, Ont.

TACHICK; lake, on telegraph trail, south of Nechako river, Cariboo district, B.C.

Tacho. See Tatsho.

TACKLE; creek, tributary to Wild Horse river, Kootenay district, B.C.

TADOUSSAC; township and village, Saguenay county, Que. (Not Tadousac.)

TAGISH; lake and post office, east of Bennett lake, Yukon.

TAHLTAN; lake, and river tributary to Stikine river, Cassiar district, B.C.

Tahte. See Nisling.

TAIBI; lake, south of Mattagami lake, Abitibi district, Que.

TAKAKKAW; falls, Yoho river, Rocky mountains, Kootenay district, B.C.

Takipy. See Kississing.

TAKHINI; river, tributary to Lewes river, Yukon.

TAKU; arm of Tagish lake, Cassiar district, B.C. and Yukon.

TAKU; river, Cassiar district, B.C.

Taku. See Graham.

TALAHA; bay, in Taku arm of Tagish lake, Cassiar district, B.C.

TALBOT; lake, Redditt township, Kenora district, Ont.

TALLAN; lake, Chandos township, Peterborough county, Ont. (Not Tallan's.)

TALLON; creek, tributary to Beaverfoot river, southeast of Leanchoil station, Kootenay district, B.C.

TALTMAIN; lake, south of lower Pelly river, Yukon.

Tamagaming. See Timagami.

TANGAMONG; lake, Lake township, Hastings county, Ont. (Not Tangamongue.)

TANGIER; harbour, island, lake, and town, Halifax county, N.S. (Not Tangier Grand lake.)

TANTALUS; butte, near confluence of Lewes and Nordenskiöld rivers, Yukon.

TANZILLA; river, tributary to Stikine river, Cassiar district, B.C.

TAR; island, east of Rockport, St. Lawrence river, Leeds county, Ont.

TARTE; bay, in Kitimat arm, Coast district, B.C.

Tasheigama. See Asheigamo.

TASHKA; rapids, upper Winisk river, above Tabasokwia river, Keewatin.

TASIN; mountains, upper Stewart river, Yukon.

TASSO; lake, Finlayson township, Nipissing district, Ont.

Tasurak. See Payne.

TATCHUN; river, tributary to Lewes river, between Rink and Five-finger rapids, Yukon. (Not Tatchum.)

Tatiki. See Tattiki.

Tatlahco. See Tatlayako.

TATLAYAKO; river, tributary to Bella Coola river, Coast district, B.C. (Not Tatlahco nor Tatlayoo.)

Tatlayoo. See Tatlayako.

TATONDUK; river, tributary to Yukon river, Yukon. (Not Tatonduc.)

TATSHENSHINI; river, tributary to Alsek river, Cassiar district, B.C. and Yukon.

TATSHO; creek, tributary to Tanzilla river, Cassiar district, B.C.

TATSHO; mountain, Cassiar district, B.C. (Not Tacho, nor Eightmile.)

TATTIKI; bay, in Taku arm of Tagish lake, Cassiar district, B.C. (Not Tatiki.)

TAWATINAW; lake and river, in eastern portion of Kenora district, Ont.

TAWATINAW; river, flowing into Athabaska river, near Athabaska Landing, Alta.

TAWINA; creek, tributary to Silver Salmon river, Cassiar district, B.C.

TAXES; river, tributary to Miramichi river, York county, N.B. (Not Taxis, Taxous, nor Texas.)

Taxis. See Taxes.

Taxous. See Taxes.

TAY; river, tributary to Pelly river, Yukon.

TAYE; lake, southeast of Hutshi lakes, Yukon.

TAYLOR; island, south of Port Dover, Halifax county, N.S. (Not Dover nor Taylor's.)

TAYLOR; reef, Misery bay, Manitoulin island, Manitoulin district, Ont.

TAYSEN; lake, northwest of Ruth lake, Cassiar district, B.C.

Tchork-back. See Chorkbak.

TEA; lake, in Algonquin National park, Nipissing district, Ont.

TEAL; lake, on Grass river, Keewatin.

TECUMSEH; cove, Cove island, at entrance to Georgian bay, Bruce county, Ont.

TEGGAU; lake, southeast of Winnange lake, Kenora district, Ont. (Not Clearwater.)

TELEGRAPH; creek, tributary to Stikine river, Cassiar district, B.C.

TELEGRAPH CREEK; village, Cassiar district, B.C.

TELEGRAPH; island and narrows, in the bay of Quinte, Hastings and Prince Edward counties, Ont.

TELKWA; river, tributary to Bulkley river, Cassiar district, B.C. (Not Tel-kwa nor Telqua.)

Temagami. See Timagami.

Temiscaming. See Timiskaming.

Temiscamingue. See Timiskaming.

Temiskaming. See Timiskaming.

TEMPEST; lake, south of Surprise lake, Thunder Bay district, Ont.

TEMPLE; mountain, east of mount Lefroy, Alta.

Tenants. See Terence.

TENDINENDA; lake, Mack and Scarfe townships, Algoma district, Ont. (Not Madendanada, Matinatinda, nor Tendinendan.)

Tenecape. See Tennycape.

TENNY; cape, Hants county, N.S. (Not Teny.)

TENNYCAPE; river and village, Hants county, N.S. (Not Tenecape nor Tenycape.)

TEN PEAKS; valley of, east of mount Temple, Alta. (Not Desolation nor Lonely.)

Tent. See Peel.

Teny. See Tenny.

Tenycape. See Tennycape.

TERENCE; basin, bay, river, and rock, also Terence Bay post settlement; Halifax county, N.S. (Not Tenants bay, Turner bay, nor Turnerbay rock.)

TERESA; island, in Atlin lake, Cassiar district, B.C. (Not Goat.)

TERMINAL; peak, Selkirk mountains, Kootenay district, B.C. (Not Green's peak.)

TERRACE; ridge, on Porcupine river, northeast of mount Dewdney, Yukon.

TERRAHINA; creek, tributary to Nakina river, Cassiar district, B.C. (Not Terra Heena.)

TERRY; point, at southeast entrance to Johnston harbour, Bruce county, Ont.

Tesaycau. See Tesekau.

TESEKAU; lake, an expansion of the lower part of Marten river, Mistassini district, Que. (Not Tesaycau.)

TESLIN; lake and river, in the southern portion of Yukon. (Not Hootalinqua nor Teslin-too.)

Tesse-Clewee. See Klewi.

TETAGOUCHE; river, Gloucester county, N.B. (Not Teteagouche nor Tete à Gouche.)

Teteagouche. See Tetagouche.

TÉTREAUVILLE; post office, Laval county, Que. (Not Tétreaultville.)

Texas. See Taxes.

THE BEEHIVE; mountain, west of lake Louise, Alta.

THE BISHOPS; range of mountains, in the Selkirks, Kootenay district, B.C.

THE DOME; mountain, northeast of mount Bonney, Selkirk mountains, Kootenay district, B.C.

The Elbow. See Elbow.

The Goat's Looking Glass. See Agnes.

The Golden Ears. See Blanshard.

THE KNOB; mountain, near Stikine river, north of Iskut river, Cassiar district, B.C. (Not "Knob.")

The Lake. See Cobb.

Thelew. See Thelon.

THELON; river, tributary to Dubawnt river, Mackenzie. (Not Ark-e-leenik nor Thelew.)

THE MITRE; mountain, east of mount Lefroy, Alta.

THE MONARCH; mountain, southwest of mount Bourgeau, Rocky mountains, Kootenay district, B.C.

THE NARROWS; in South bay, Manitoulin island, Manitoulin district, Ont.

THE NEEDLES; narrows, Lower Arrow lake, Kootenay district, B.C.

THE OVERLOOK; mountain, in the Selkirks, Kootenay district, B.C.

THE PAS; a post of the H. B. Co., and post office, near the mouth of Carrot river, Keewatin.

THE PRESIDENT; mountain, north of Emerald mountain, Rocky mountains, Kootenay district, B.C. Named for the president of the C.P.R. Co.

THE PUNTS; islands, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

THE RAMPART; ridge, between mount Afton and "The Dome," Selkirk mountains, Kootenay district, B.C.

THE RIDGE; bar, in Owen channel, Manitoulin district, Ont.

The Saddle. See Saddle mountain.

The Stragglers. See Wenkchemna.

THE STEEPLES; mountains, east of Kootenay river, Kootenay district, B.C.

THETFORD; railway station, river, township, and village, Megantic county, Que. (Not Thetford Mines, station and village.)

THE THREE GUARDSMEN; mountains, south of Aishihik lake, Yukon.

THE VICE PRESIDENT; mountain, President range, Rocky mountains, Kootenay district, B.C. (Not Angle peak.) So named for the vice-president of the C.P.R. Co.

THE WART; hill, at mouth of Koksoak river, Ungava.

THIBAULT; shoal, running south from Manitoulin island to Inner Duck island, Manitoulin district, Ont.

THIBERT; creek, flowing into the northerly end of Dease lake, Cassiar district, B.C.

THIRTY-ONE-MILE; lake, Ottawa county, Que. (Not Grand Lac du Commissaires.)

THISTLE; creek, tributary to Yukon river, above White river, Yukon.

THISTLE; reef, in Portage bay, Manitoulin island, Manitoulin district, Ont.

Thleweechodezeth. See Backs.

THOM; mountain, north of Dartmouth, Halifax county, N.S. (Not Tom.)

THOMAS; bay and point, near South Baymouth, Manitoulin district, Ont.

THOMAS; river, emptying into the northerly end of Frances lake, Yukon. (Not Too-tlas)

Thomasine. See Tomasine.

THOMPSON; cove, east of cape Spencer, St. John county, N.B.

THOMPSON; mountain, northwest of Bow lake, Alta. (Not Thompson's.)

THOMSON; lake, Lake township, Hastings county, Ont. (Not Thomson's.)

THOR: mountain, west of Upper Arrow lake, Kootenay district, B.C.

Thorn. See Maple.

THREE FORK; river, flows northerly into Wabigoon lake, Kenora district, Ont.

THREEHILLS; creek, north of Kneehills creek, Alta. (Not Three Hills.)

THREEMILE PLAINS; post village, Hants county, N.S. (Not Three Mile Plains.)

THREEMOUNT; bay and point, east of McIntyre bay, L. Nipigon. Thunder Bay district, Ont. (Not Three Mount nor Three Mountain.)

THREEPOINT; creek, tributary to Sheep river, also mountain, southern Alberta.

THREEPOINT; lake, on Burntwood river, Keewatin. (Not Nistowasis.)

Thron-diuck. See Klondike.

THRUMCAP; shoal, at entrance to Halifax harbour, Halifax county N.S.

Thumb. See Galena.

THUNDER; lake, north of Wabigoon lake, Kenora district, Ont.

THURLOW; township, Hastings county, Ont

THWARTWAY; island, Admiralty group, St. Lawrence river, Leeds county, Ont. (Not Leak nor Leek.)

Tiahn. See Tian.

TIAN; point, Graham island, Queen Charlotte islands, Coast district, B.C. (Not Tiahn.)

Ticouabi. See Tikuape.

TIDDS; island, Admiralty group, St. Lawrence river, Leeds county, Ont.

TIDE; lake, English river, below Maynard lake, Kenora district, Ont.

TIDE; rock, Southgate group, Queen Charlotte sound, Coast district, B.C.

Tiernan. See Ogoki.

TIGER; brook, tributary to rivière des Quinze, Pontiac county, Que.

TIGONANKWEINE; range of mountains, Gravel river, Mackenzie, N.W.T. (Not Tigonankwene.)

Tikonabi. See Tikuape.

TIKUAPE; post office and river, Lake St. John county, Que. (Not Ticouabi, Tikonabe, Tikouabi, Tikouape, nor Tikouapee.)

Til-e-i-tsho. See Tillei.

TILLEI; lake, north of Frances lake, Yukon. (Not Til-e-i-tsho.)

TILLSONBURG; town, Oxford county, Ont. (Not Tilsonburg.)

TIMAGAMI; lake, Nipissing district, Ont. (Not Tamagaming nor Temagami.)

TIMBER; bay, and Timber Bay shoal, south shore of Manitoulin island, Manitoulin district, Ont.

TIMISKAMING; lake, Nipissing district, Ontario, and Pontiac county, Quebec. (Not Temiscaming, Temiscamingue, nor Temiskaming.

TINSON; point, Gabriola island, strait of Georgia, New Westminster district, B.C. (Not Rocky.)

TINTINA; valley, central Yukon. A great depression occupied successively by Pelly, Kalzas, Stewart, and Klondike rivers, and extending to the Yukon.

TISIRIUK; lake, emptying into Leaf river, Ungava. (Not Seal.)

Tlet-tlan-a-tsoots. See Finlayson.

TOBERMORY; harbour and village, at northwest extremity of Saugeen peninsula, Bruce county, Ont.

TOD; creek and inlet, Saanich inlet, Vancouver island, B.C.

TODMAN; reef, at mouth of Thomas bay, Manitoulin island, Manitoulin district, Ont.

Todnustook. See Tulnustuk.

TOKUMM; creek, south of Deltaform mountain, Kootenay district, B.C.

TOLMIE; reef, between Kincardine, and Clark point, Bruce county, Ont.

Tom. See Thom.

TOMASINE; river, Pontiac county, Que. (Not Thomasine nor Tomassino.)

TOMKINSON; point, Ursula channel, Coast district, B.C. (Not Tomkinsin.)

TOMLINSON; point, Blunden harbour, Queen Charlotte sound, Coast district, B.C.

TONKAWATLA; river, tributary to Columbia river, Kootenay district, B.C. (Not Tonca Watla.)

Toochi. See Tutshi.

TOO-FLAT; creek, tributary to Klondike river, Yukon.

Toohoolitas. See Tuhulitas.

Toolnustook. See Tulnustuk.

TOO-MUCH-GOLD; creek, tributary to Klondike river, Yukon.

Too-tlas. See Thomas.

Tooya. See Tuya.

TOPHAM; mountain, southeast of mount Macoun, Selkirk mountains, Kootenay district, B.C.

TORCH; river, emptying into Cumberland lake, eastern Saskatchewan. (Not Big Sturgeon.)

Tornait. See Newton.

Torrent. See St. Mary.

Torres; channel, between Teresa and Copper islands and west shore of Atlin lake, Cassiar district, B.C. (Not West channel, Torres straits, nor Tory inlet.)

Tortue; river, Saguenay county, Que. (Not Fall.)

Tortue. See Orme.

Tory. See Torres.

Totogan; lake, north of Kanuchuan river, upper Winisk river, Keewatin.

Tower; creek, tributary to St. Mary river, Kootenay district, B.C.

Tower; peak, north of Quiet lake, Yukon

Tower of Babel; mountain, east of Moraine lake. southern Alberta.

Towincut; creek and mountain, south of Cowichan lake, Vancouver island, B.C. (Not Nixon.)

Toyehill; post office, Dundas county, Ont. (Not Toy's Hill.)

Tracy; creek and post office, east of Kootenay river, north of Steele, Kootenay district, B.C.

Trade; lake, on Churchill river, above Reindeer river, Sask. (Not Island.)

Trading; lake, Ridout township, Muskoka district, Ont.

Traffic; mountain, north of Pelly lakes, Yukon.

Trail. See Chungo.

Travers; lac de, at headwaters of St. Maurice river, Champlain county, Que.

Tremayne; bay, in southern portion of Digby island, Coast district, B.C.

Trent; river, flowing into the bay of Quinte at Trenton, Hastings and Northumberland counties, Ont.

Trenton; town, at western end of the bay of Quinte, Hastings county, Ont.

Triangle; lake, southeast of L. Nipigon, Thunder Bay district, Ont.

Trident; point, on north shore of the bay of Quinte Hastings county, Ont. (Not Long.)

Trivet; point, on the northerly portion of Princess Royal island, Coast district, B.C.

Trodely; island, north of Charlton island, James bay, Ungava. (Not Little Charlton.)

Trolltinder; mountain, south of mount Balfour, Kootenay district, B.C.

Troughton; island, Lake Fleet group, St. Lawrence river, Leeds county, Ont.

Trout; creek, branch of McDame creek, Dease river, Cassiar district, B.C.

Trout. See Buntzen.

Trout. See Hayes.

Truda; peaks, Hermit range, Selkirk mountains, Kootenay district, B.C.

Tsetelui; lake, at headwaters of Kakuchuya river, Cassiar district, B.C. (Not Tseteloui.)

Tshensagi. See Chensagi.

Tsichu; river, tributary to Gravel river, Mackenzie, N.W.T. (Not Tsi-Choo.)

Tsinkut. See Sinkut.

Tuck; inlet, narrows, and point, north of Prince Rupert harbour, Coast district, B.C. (Not Tuck's.)

Tudjakdjuan. See Resolution.

Tudjakdjudusirn See Gabriel.

Tuhulitas; inlet, north of Cyrus Field bay, Franklin. (Not Toohoolitas.)

Tulameen; mountain, river, and village, Yale district, B.C. (Not Tulameen city.)

Tulip; creek, east of Lower Arrow lake, Kootenay district, B.C.

Tulnustuk; river. Saguenay county, Que. (Not Todnustook nor Toolnustook.)

Tummel; river, tributary to Pelly river, Yukon.

Tun; island, Blind bay, Halifax county, N.S. (Not Tuns.)

Tunagamik; lake, at headwaters of Ottawa river, Joliette county, Que.

Tunnussaksuk; point, east shore of Ungava bay, Ungava.

Tupper; glacier and mountain, in the Selkirks Kootenay district, B.C.

Turn. See Dryad

Turnagain; point, at entrance to Lynx bay, L. Winnipeg, Man. (Not Saskatchewan.)

Turner; mountain, east of Stikine river and north of Iskut river, Cassiar district, B.C.

Turner See Terence

Turning; island, near southerly point of Cove island, at entrance to Georgian bay, Bruce county, Ont.

Turquoise; lake, east of mount Balfour, Alta.

Turtle; point, on northerly portion of Gil island, Coast district, B.C.

Turtle. See Jarvis

Tuscarora; post settlement and railway station, Brant county, Ont. (Not Middleport.)

Tusket; island and village, Yarmouth county, N.S. (Not Great Tusket island.)

Tustles; lake, north of Frances lake, Yukon. (Not Tus-tles-tu.)

Tutchi. See Tutshi.

Tutesheta; creek, tributary to Tahltan river, Cassiar district, B.C (Not Tuteshita.)

TUTSHI; lake and river, southeast of Bennett lake, Cassiar district, B.C. (Not Toochi nor Tutchi.)

TUTTLE; point, at entrance to Stupart bay, Hudson strait, Ungava.

TUVALIK; Indian village, west coast of Ungava bay, Ungava.

TUYA; lake, and river tributary to Stikine river, Cassiar district, B.C. (Not Tooya.)

TUZO; mountain, east of Deltaform mountain, Bow range of the Rockies, Alta. and Kootenay district, B.C.

Twelve Mile. See Bronte.

TWELVE O'CLOCK; point, at the eastern entrance to Murray canal, Murray township, Northumberland county, Ont.

TWILIGHT; lake, southwest of Cliff lake, Kenora district, Ont.

TWIN; falls, on the upper part of Yoho river, Kootenay district, B.C.

Twin. See Dunsmuir.

Twin. See Vrooman.

TWIN SISTERS; islands, Brock group, St. Lawrence river, Leeds county, Ont.

TWITYA; river, tributary to Gravel river, Mackenzie, N.W.T. (Not Twityeh.)

TWO-BIT; creek. east of Lower Arrow lake, Kootenay district, B.C.

TWO RIVERS; lake of, in Algonquin National park, Nipissing district, Ont.

TYEE; lake and telegraph station, on trail near Bulkley river, Cassiar and Coast districts, B.C. (Not Long.)

TYENDINAGA; township, Hastings county, Ont.

TYERS; river, tributary to Frances river, near Frances lake, Yukon.

TYNE; point, Departure bay, east coast of Vancouver island, B.C.

U

Uibvaksoak. See Uinaksoak.

UINAKSOAK; cape, east shore Ungava bay, Ungava. (Not Uibvaksoak.)

UNAHINI; river, tributary to Tatshenshini river, Yukon.

Unaminnikan. See Manomin.

UNGAVA; bay, northeastern Canada.

UNGER; island, in bay of Quinte, at mouth of Napanee river, Lennox county, Ont. (Not Unger's.)

UPHILL; lake, northeast of Manitou lake, Kenora district, Ont. (Not Moonshine nor Kasakacheweiwak.)

Upinnakaw. See Opinnagau.

UPPER ARROW; lake, an expansion of Columbia river, Kootenay district, B.C.

Upper Bow. See Bow.

Upper Emerald. See Yoho.

Upper Kootanie. See Duncan.

UPPER LAHAVE; village, Lunenburg county, N.S. (Not Upper La Have.)

Upper Manitou. See Anzhekumming.

UPPER SAVAGE; islands, east of Big island, Hudson strait, Franklin. (Not Savage.)

Upper White Fish. See Jarvis.

URD; a peak of the Valhalla mountains, Kootenay district, B.C.

URSULA; channel, east of Gribbell island, Coast district, B.C.

URSUS MAJOR; mountain, Hermit range, Selkirk mountains, Kootenay district, B.C.

URSUS MINOR; mountain, Hermit range, Selkirk mountains, Kootenay district, B.C.

UTO; peak, near mount Sir Donald, Selkirk mountains, Kootenay district, B.C.

V

VALDES; island, in the southern portion of the strait of Georgia, New Westminster district, B.C.

Valdes. See Maurelle, Quadra, and Sonora. Recent surveys proved that the name Valdes covered three islands, which have been named separately as above, and the former name has been discarded to avoid duplication.

VALHALLA; mountains, west of Slocan lake, Kootenay district, B.C. (Not Val Halla.)

VALKYR; mountains, east of Lower Arrow lake, Kootenay district, B.C. (Not Valkyriur.)

VALLEYVIEW; post office, north of Wapella, Sask. (Not Valley View.)

VALOIS; village, Jacques Cartier county, Que. (Not Valoisville.)

Valoisville. See Valois.

VAN BUREN; island, northeast of Tar island, St. Lawrence river, Leeds county, Ont.

VANCOUVER; creek, tributary to McQuesten river, Yukon.

Van Hooven. See Van Houten.

VAN HORNE; brook, glacier, névé, and range of mountains, Kootenay district, B.C.

VAN HOUTEN; creek, east of Lower Arrow lake, Kootenay district, B.C. (Not Van Hooven.)

VANSITTART; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont.

VAUDREUIL; bay, railway station, rapids, and post village, also Vaudreuil Station post office, Vaudreuil county, Que. (Not Dorion.)

VAUX; glacier and mountain, northeast of Leanchoil station, Kootenay district, B.C.

VERMILION; bay and railway station. Eagle lake, Kenora district, Ont. (Not Vermillion.)

Vermilion. See Pink.

Vermilion. See Red.

VERNEY; passage, between Hawkesbury and Gribbell islands, Coast district, B.C.

VERTE-VALLÉE; post office, Vaudreuil county, Que. (Not Green Valley.)

VERTICAL; mountain, east of Kootenay river, Kootenay district, B.C.

VICTORIA; glacier and mountain in the Bow range of the Rockies, Alta., and Kootenay district, B.C. (Not Mt. Green.)

VICTORIA; island, Franklin. Portions of this island have been known as "Victoria Land," "Prince Albert Land," and "Wollaston Land."

VICTORIA; island, Brock group, St. Lawrence river, Leeds county, Ont. (Not Mile.)

VIGILANT; island, on north side of Prince Rupert harbour, Coast district, B.C. (Not Bacon.)

VIGILANT; rock, east of Grantham shoals, Manitoulin island, Manitoulin district, Ont.

Village Bélanger. See Bélanger.

Village Richelieu. See Richelieu.

VILLANOVA; post office, Norfolk county, Ont. (Not Villa Nova.)

VINGOLF; mountain, west of Slocan lake, Kootenay district, B.C.

VIOLADALE; post village, Marquette electoral district, Man. (Not Viola Dale.)

VOLCANO; creek, tributary to Sheep river, southern Alberta.

VOLUNTEER; spit, between Birch and Walker points, Manitoulin island, Manitoulin district, Ont.

VON WILCZEK; valley, on Lewes river, above Pelly river, Yukon.

VROOMAN; islands, McGregor cove, Bruce county, Ont. (Not Twin.)

VULTURE; col, between mounts Gordon and Olive, Rocky mountains, Alta.

Vulture. See Winnange.

W

Waagan. See Wagan.

Waagoosh. See Waugush.

WABAKIMI; lake, northwest of Smoothrock lake, Thunder Bay district, Ont.

WABAMUN; lake, south of St. Ann, central Alberta. (Not White Whale.)

WABANONI; river, emptying into Obaska lake, Abitibi district, Que. (Not Wabinoni.)

Wabasca. See Wabiskaw.

Wabaskoutyunk. See Kempt.

WABASKUS; lake, southeast of Abitibi lake, Pontiac county, Que.

WABASSI; brook, Templeton township, Ottawa county, Que.

WABI; bay and creek, at the head of lake Timiskaming, Ont.

WABIGOON; lake, river, and railway station, Kenora district, Ont. (Not Wabigwunn.)

Wabigwunn. See Wabigoon.

Wabinoni. See Wabanoni.

WABINOSH; bay, lake, and river, on west side of lake Nipigon, Thunder Bay district, Ont.

WABISHKOK; lakes, south of Kisseynew lake, Keewatin.

WABISKAW; lakes and river, northeast of Lesser Slave lake, Alta. (Not Wabasca nor Wabiscaw.)

WADDELL; bay, Frobisher bay, Franklin. (Not Dyer sound.)

WADOPI; brook, tributary to upper Winisk river, above Tabasokwia river, Keewatin.

WADSWORTH; lake, Tudor township, Hastings county, Ont.

WAGABKEDEI; lake, northwest of Attawapiskat lake, Keewatin.

WAGAN; river, tributary to Restigouche river, Madawaska county, N.B. (Not Waagan.)

WAGOSH; bay and reef, near Pulpwood point, Cockburn island, Manitoulin district, Ont. (Not Wahgoosh.)

Wagwabeya. See Wagwabika.

WAGWABIKA; lake, headwaters of Lièvre river, St. Maurice county, Que. (Not Wagwabeya.)

Wahbiquekobing. See Wakwekobi.

Wahcomatagaming. See Wakomata.

Wahgoosh. See Wagosh.

Wahnapitae. See Wanapitei.

Wahquekobing. See Wakwekobi.

Wahwanichi. See Wakonichi.

WAIATT; bay, Okisollo channel, Coast district, B.C. (Not Wi-yat nor Wyatt.)

Wai-nusk. See Winisk.

Wainwright; basin, between the southeast end of Kaien island and the mainland, Coast district, B.C.

Wakamagaming. See Wakami.

Wakami; lake, river, and railway station, Sudbury district, Ont. (Not Wakamagaming.)

Wakeham; bay, southeast of Wales sound, Hudson strait, Ungava.

Wakinichi. See Wakonichi.

Wakomata; lake, north of Gould township, Algoma district, Ont. (Not Clear nor Wahcomatagaming.)

Wakonichi; lake, south of Mistassini lake, Mistassini district, Que. (Not Wahwanichi nor Wakinichi.)

Wakwekobi; lake, Day township, Algoma district, Ont. (Not Wahbiquekobing nor Wahquekobing.)

Walbran; point, north end of Loretta island, Devastation channel, Coast district, B.C.

Wales; cape, island, and sound, south shore of Hudson strait, Ungava. (Not Prince of Wales.)

Walkem; islands, Johnstone strait, Coast district, B.C. (Not Pender.) This name adopted to avoid duplication, there being a Pender island further south.

Walker; creek, north of Sixtymile river, near international boundary, Yukon.

Walker; point, south shore, Manitoulin island, Manitoulin district, Ont.

Walker; post office, Middlesex county, Ont. (Not Walker's.)

Walkhouse; bay and point, northeast of Inner Duck island, Manitoulin district, Ont.

Wallace; island, east of Lynedoch island, St. Lawrence river, Leeds county, Ont

Wallace; mountain and river, south of Lesser Slave lake, central Alberta.

Wallace; rock, near S. Baymouth, Manitoulin district, Ont.

Wallbridge; point, Ameliasburg township, Prince Edward county, Ont.

Wallenger; creek, tributary to Wild Horse river, Kootenay district, B.C.

Wall-eye; lake, south of Eagle lake, Kenora district, Ont.

Wallis; point, Nanoose harbour, east coast of Vancouver island, B.C.

Walsh; lake, north of Rosamond lake, Kenora district, Ont.

Walters; point, north shore of Okisollo channel, Coast district, B.C.

Walton; river and village, Hants county, N.S. (Not La Tete nor Petite.)

Wanapitei; lake, railway station, and river, Sudbury district, Ont. (Not Wahnapitae.)

Wanderer; shoal, southwest of Lyal island, Bruce county, Ont.

Wanipigow; river, emptying into the east side of lake Winnipeg, Man. (Not Hole.)

Wanogu; lake, on north outline of Ledger township, Thunder bay district, Ont. (Not Wanogooh.)

Wapageisi; lake, east of Anzhekumming lake, Kenora district, Ont.

Wapateehk. See Waputik.

Wapawekka; lake and range of hills, southeast of L. La Ronge, central Saskatchewan. (Not Bear lake nor Great Bear Sand hills.)

Wapiabi; creek, tributary to the south branch of Brazeau river, central Alberta. (Not Grave.)

Wapichtigow. See Wapishtigau.

Wapikik. See Kapikik.

Wapikopa; lake and river, upper waters of Winisk river, Keewatin.

Wapishtigau; brook, tributary to Burntwood river, Keewatin. (Not Wapichtigow.)

Wapitotem; river, between Attawapiskat and Weibikwei lakes, Keewatin.

Wapoos. See Wapus.

Wapoose. See Wapus.

Wapta; glacier, lake, and mountain, Rocky mountains, Kootenay district, B.C.

Wapta. See Cataract.

Wapta. See Kicking Horse.

Wapta. See Yoho.

Wapus; lake and river, north of Kakagi lake, Kenora district, Ont. (Not Wapoose.)

Wapus; lake and river, east side of Reindeer lake, central Saskatchewan. (Not Wapoos.)

Wapusanan; lake, upper waters of Ottawa river, north of Grand L. Victoria, Pontiac county, Que.

Wapustagamu; lake, on west branch of St. Augustin river, Saguenay county, Que. (Not Wapustagamoo.)

Waputik; mountains and snowfield, Rocky mountains, Kootenay district, B C. (Not Wapateehk, Wap-ut-teehk, Waputehk, nor Waputtehk.)

Ward; bay, in Aylmer lake, Wolfe county, Que. (Not Ward's.)

Ward; inlet, Frobisher bay, Franklin. (Not A. H. Ward.)

Ward; lake, Rattray township, Nipissing district, Ont.

Wardner, village, on Kootenay river, south of Bull river, Kootenay district, B.C.

Ware; creek, tributary to Sheep river, southern Alberta.

Ware; mountain, northwest of mount Hoffmann, southern Alberta.

Wark; channel, northeast side of Tsimpsean peninsula, also island at entrance to the channel, Coast district, B.C. (Not Work.)

Wark; island, northeast of Princess Royal island, Coast district, B.C.

Wark; mountain, near head of Saanich inlet, Vancouver island, B.C. (Not Big Saanich, nor Work.)

Wark; point in Victoria harbour, B.C. (Not Warke nor Work.)

Warner; bay and point, east of Hopkins point, Bruce county, Ont.

Warpath; river, emptying into the west side of lake Winnipeg, Man. (Not War Path.)

Warren; island, south of Beament island, Bruce county, Ont.

Warwick; cape, east end of Resolution island, Franklin. (Not Resolution.)

Wasawakasik; lake, on Churchill river, below Nemei river, Sask.

Washademoak; river, tributary to St. John river, Queens county, N.B. (Not Washademoac nor Washedemoak.)

Washagami; river, tributary to Ekwan river, Keewatin. (Not Washegummy.)

Washagomis; lake, south of Shabumeni lake, Keewatin. (Not Lower Clearwater.)

Washedemoak. See Washademoak.

Washegummy. See Washagami.

Washeibemaga; lake, southeast of Saganaga lake, Kenora district, Ont. (Not Kawasheibemagagamak.)

Washeka; lake, upper Ottawa river, Pontiac county, Que. (Not Waskega.)

Washi; lake, on Albany river, east of Makokibatan lake, southeastern Keewatin. (Not Lake of the Narrows.)

Washikuti; bay and river, Saguenay county, Que. (Not Washsheecootai.)

Washimeska; river, Lake St. John county, Que. (Not Ouasiemska nor Wassienska.)

Washmawapta; glacier, east of Helmet mountain, Rocky mountains, Kootenay district, B.C.

Washsheecootai. See Washikuti.

Waskahigan; river, tributary to Little Smoky river, Alta.

Waskaiowaka. See Waskatowaka.

Waskatowaka; lake, at headwaters of Little Churchill river, Keewatin. (Not Waskaiowaka.)

Waskega, See Washeka.

Waskik; lake, southwest of Sipiwesk lake, Keewatin. (Not Waskiktepigo.)

Waskiktepigo. See Waskik.

Waskwatim. See Wuskwatim.

Wasp; lake, Redditt township, Kenora district, Ont.

Wassienska. See Washimeska.

Waswanipi; H. B. Co.'s post, lake, and river tributary to Nottaway river, Abitibi district, Que.

Watch; island, north of Hill island, St. Lawrence river, Leeds county, Ont.

Watcheeshoo. See Watshishu.

Watchi; lake, northeast of Reader lake, Keewatin. (Not Mountain.)

Waterfall; valley, at the head of Yoho river, Rocky mountains, Kootenay district, B.C.

Waterton; lake and river, southern Alberta. (Not Chief Mountain lake nor Kootenai river.)

Watsheeshoo. See Watshishu.

Watshishu; river, Saguenay county, Que. (Not Watcheeshoo nor Watsheeshoo.)

Watson; island, between south end of Kaien island and the mainland, Coast district, B.C.

Watson; railway station, ridge, river, and valley north of Bennett lake, Yukon.

Watt; railway station, Charlotte county, N.B. (Not Watt Junction.)

Watt Junction. See Watt.

Waughs; river, Colchester county, N.S. (Not Waugh's.)

Wauguash. See Kaniapiskau.

Waugush; lake, Spragge township, Algoma district, Ont. (Not Waagoosh.)

Wave. See Wavy.

Wavy; lake, north of Battle river, Alta. (Not Wave.)

Waweig; lake, northwest of Wabinosh lake, Thunder Bay district, Ont.

Wawiag; river, headwaters of Maligne river, Kenora and Thunder Bay districts, Ont. (Not Kawawiagamak.)

Wawong; lake, near Windigokan lake, east of L. Nipigon, Thunder Bay district, Ont.

Way; point, southwest of Potter point, Ameliasburg township, Prince Edward county, Ont. (Not Salt.)

Wayagamak; lake, Champlain county, Que. (Not Wayagamack.)

Weaver; creek, tributary to Moyie river, Kootenay district, B.C.

Wedding; river, tributary to Bell river, Abitibi district, Que.

WEDGE; island, east of Dokis island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

WEDGE; point, Oyster harbour, east coast of Vancouver island, B.C.

WEDLOCK; island, Admiralty group, St. Lawrence river, Leeds county, Ont.

Weenisk. See Winisk.

WEESE; creek, Brighton township, Northumberland county, Ont. (Not Weese's.)

WEGGS; cape, south shore of Hudson strait, Ungava.

WEIBIKWEI; lake, at head of Winisk river, south eastern Keewatin. (Not Pepisquew nor Winisk.)

Weir. See Footprint.

Weir. See Hennigar.

WEISEIENO; lake, near Manitou lake, Kenora district, Ont.

WEKUSKO; lake, Grass river, east of Reed lake, Keewatin. (Not Herb nor Sweet Herb.)

WELCOME; lake, Lawrence township, Haliburton county, Ont.

WELLAND; river, Welland county, Ont. (Not Chippewa.)

WELLANDPORT; post office, Lincoln county, Ont. (Not Welland Port.)

WELLER; bay, near west end of the bay of Quinte, Prince Edward county, Ont. (Not Weller's.)

WELLESLEY; lake, west of White river, Yukon.

WELLINGTON; bay and village, Prince Edward county, Ont. (Not Big Sandy bay.)

WELLS; shoal, southeast of Lyal reef, Bruce county, Ont.

WELSH; bank, north of Scott point, Bruce county, Ont.

WEMISTAGOSEW; river, upper waters of Waswanipi river, Abitibi district, Que.

WENASAGA; river, flowing into lac Seul, Keewatin.

Wendigokan. See Windigokan.

WENKCHEMNA; peaks, in the Bow range of the Rockies, Alta. and Kootenay district, B.C. (Not Desolation Range nor "The Stragglers.")

Wepiskow. See Burntwood.

WESKETAHIN; village, near the mouth of Unahini river, Yukon.

WESLEMKOON; lake, Addington county, Ont.

WEST; bay, the western extremity of lake Evans, Abitibi district, Que.

WEST; river, Bonaventure county, Que. (Not West Port Daniel river.)

WEST; river, Pictou county, N.S. (Not West River of Pictou.)

WEST; river, tributary to Fraser river, above Quesnel, Cariboo district, B.C.

West. See Nelson.

West. See Torres.

WEST ARROWWOOD; creek, tributary to Bow river, southern Alberta. (Not West Arrow-wood.)

West Belanger. See Belanger.

WESTBORO; post office and summer resort, Carleton county, Ont. (Not Westborough.)

WESTBOURNE; bay, north shore of Hudson strait, Franklin.

West Dog Head. See Whiteway.

WEST DUCK; reef, northwest of Western Duck island, Manitoulin district, Ont.

WESTERN; river, emptying into Coronation gulf, Mackenzie. (Not Back's Western.)

WESTERN DUCK; island, of the Duck group, Manitoulin district, Ont.

West Fox. See Fox.

West McGillivray. See McGillivray.

West Niskitogisew. See Kiskitto.

West Port Daniel. See West.

West River of Pictou. See West.

West Road river. See Blackwater.

WEST SISTER; shoal, south of Yeo island, at entrance to Georgian bay, Manitoulin district, Ont.

West Winisk. See Asheweig.

WETETNAGAMI; lake, and river tributary to Opawika river, Abitibi district, Que.

WETTIGO; lake, south of Nemiskau lake, Abitibi district, Que.

WEYMONTACHI; Indian village, at the mouth of Manuan river, upper St. Maurice river, Champlain county, Que. (Not Weymontachingue.)

WHALE; river, emptying into Ungava bay, Ungava.

WHALEBACK; mountain, at the headwaters of Yoho river, Rocky mountains, Kootenay district, B.C. (Not Whalesback.)

WHALER; bay, Active pass, strait of Georgia, New Westminster district, B.C.

WHARTON; harbour, north shore of Hudson strait, Franklin.

WHATSHAN; lakes and river, west of Lower Arrow lake, Kootenay district, B.C.

WHEATON; river, emptying into the west side of Bennett lake, Yukon.

WHEATON VAULT; brook, flowing into Minas channel, Kings county, N.S.

WHEELER; mountain, Purity range, Selkirk mountains, Kootenay district, B.C.

Wheeler; reef, southwest of Kitchener island, Manitoulin district, Ont.

Whetstone; lake, Lake township, Hastings county, Ont.

Whipple; mountain, east of the elbow of Stikine river, Cassiar district, B.C.

White; cliff, northeast of Hungerford point, Manitoulin island, Manitoulin district, Ont.

White; mountain, north of Atlin lake, Yukon.

White; pass, at head of Skagway river, Cassiar district, B.C.

White; river, tributary to Yukon river, above Stewart river, Yukon.

White; strait, north shore of Hudson stralt, Franklin.

White. See Ketch.

White Bear; bay, northeast of Markham bay, Hudson strait, Franklin.

White Bear; lake and river, at headwaters of Gatineau river, Champlain county, Que.

White Bear. See Cassels.

Whiteclay; lake, Ogoki river, east of Whitewater lake, Thunder Bay district, Ont.

Whitefish. See Meacham.

Whitefish Spawning. See Chukuni.

White Goat. See Cline.

Whitegoose; river, tributary to Migiskan river, below Paskagama lake, Abitibi district, Que.

White Grouse; creek, east of Whatshan lake, Kootenay district, B.C.

Whitehorse; town and rapid, Lewes river, below Miles canyon, Yukon. (Not White Horse.)

White Man; pass, in the Rocky mountains, Alta and Kootenay district, B.C. (Not White Man's.)

White Mud. See Frenchman.

Whiterock; post office, Kings county, N.S. (Not White Rock Mills.)

White Rock Mills. See Whiterock.

Whites; post office, Kings county, N.S. (Not White's Corner.)

Whites; post office and railway station, Huntingdon county, Que. (Not White's nor White's Station post office.)

White's. See Geikie.

Whitesand; lake and river, emptying into the northerly end of L. Nipigon, Thunder Bay district, Ont.

Whitesand; post office and river, southeastern Saskatchewan. (Not White Sand.)

White's Corner. See Whites.

White's Station. See Whites.

Whitestone; lake, north of Cat lake, Keewatin. (Not White Stone.)

Whitestone; river, tributary to Tatshenshini river, southwestern Yukon.

Whiteswan; river, emptying into the south end of Teslin lake, Cassiar district, B.C. (Not White Swan.)

Whiteway; point, at west side of north entrance to the narrows of lake Winnipeg, Man. (Not Dog's Head nor West Dog Head.)

White Whale. See Wabamun.

Whitley; bay, northwest of Burgoyne bay, Hudson strait, Ungava.

Whitney; lake, Smellie township, Kenora district, Ont.

Wholdaia; lake, an expansion of Dubawnt river, Mackenzie, N.W.T. (Not Wholdiah.)

Whymper; mountain, northwest of Storm mountain, Rocky mountains, Alta.

Whymper; mountain, near head of Chemainus river, Vancouver island, B.C.

Whymper. See Kiwetinok.

Whyte; mountain, west of lake Louise, Alta.

Wiachuan; river, emptying into Richmond gulf, Ungava. (Not Wiachewan nor Wiachouan.)

Wicked; point, Athol township, Prince Edward county, Ont. (Not Salmon.)

Wickens; lake, Britton township, Kenora district, Ont.

Wicksteed; rock, southeast of Dead island, at entrance to Key harbour, Georgian bay, Parry Sound district, Ont.

Wigwasan; lake, west of Bukemiga lake, Thunder Bay district, Ont.

Wigwasikak; lake, northwest of Cat lake, Keewatin. (Not Birch.)

Wikwaskopauk; lake, northwest of Grand lake Victoria, Abitibi district, Que.

Wilcox; lake, English river, Kenora district, Ont.

Wild; bight, in west side of Fitzwilliam island, Manitoulin district, Ont.

Wild Horse; river, tributary to Kootenay river, Kootenay district, B.C. (Not Skirmish.)

Willard; lake, north of Hawk lake, Kenora district, Ont.

Williams; bay, south shore of L. Seul, Kenora district, Ont.

Williams; lake, east of Cat lake, Keewatin.

William Smith; cape, northeast shore of Ungava bay, Ungava.

Willoughby; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont.

Willowbunch; lake and post office, southern Saskatchewan. (Not Willow Bunch.)

Willowgrove; post office, Haldimand county, Ont. (Not Willow Grove.)

Wilson; lake and mountain, Ross river, Yukon.

Wilson; post office, Grenville county, Ont. (Not Wilson's Bay.)

Wilson. See Kiwetinok.

Wilson Corners; post office, Wakefield township, Ottawa county, Que. (Not Wilson's Corners.)

Wilson's Bay. See Wilson.

Wiltshire; village, Queens county, P.E.I. (Not New Wiltshire nor North Wiltshire.)

Wiltse; lake, Leeds county. Ont. (Not Wiltz nor Wiltze.)

Wimapedi; brook, tributary to Burntwood river, Keewatin.

Winawiash; lake, southwest of Grand lake Victoria, Pontiac county, Que.

Windigo; bay and islands, north shore of L. Nipigon, Thunder Bay district, Ont.

Windigo; lake and river, tributary to Severn river, Keewatin.

Windigokan; lake, east of L. Nipigon, Thunder Bay district, Ont. (Not Wendigokan.)

Windy; arm, Tagish lake, Yukon.

Windy; lake, southwest of Oxford lake, Keewatin.

Winging; point, east headland of Fourchu bay, opposite Guyon island, Cape Breton county, N.S. (Not Wining nor Winning.)

Wining. See Winging.

Winisk, lake and river, southeastern Keewatin. (Not Wai-nusk nor Weenisk.)

Winiskisis; river, tributary to upper Winisk river Keewatin

Winnange; lake, north of Dryberry lake, Kenora district, Ont. (Not Vulture.)

Winning. See Winging.

Winnipegosis; a large lake in Manitoba. (Not Winnipegoos nor Winnipegoosis.)

Winonitikameg; lake, northwest of Attawapiskat lake, Keewatin.

Wintawanan; lake, southwest of Attawapiskat lake, Keewatin.

Wintego; lake, on Churchill river, below Reindeer river, Sask.

Wintering, lake, west of Landing lake, Keewatin

Witchai; lake, on lower Grass river, Keewatin.

Wiwaxy; peaks, southwest of Mt. Victoria, Rocky mountains, Kootenay district, B.C.

Wi-yat. See Waiatt.

Wizida; lake, at headwaters of Winisk river, Keewatin.

Wizidans; lake, west of Wizida lake, upper Winisk river, Keewatin.

Woden; a peak of the Valhalla mountains, Kootenay district, B.C.

Wolf; canyon, on Pelly river, above Woodside river, Yukon.

Wolf; creek, tributary to Klondike river, Yukon.

Wolf. See Grimsthorpe.

Wolf. See Muhigan.

Wolf Rand. See Muhigan.

Wolfe; island, St. Lawrence river, Frontenac county, Ont. (Not Long.)

Wolfestown; township and village, Wolfe county, Que. (Not Wolfstown.)

Wollaston; peninsula, southwesterly portion of Victoria island, Franklin. (Not Wollaston Land.)

Woman; lake and river, south of Shabumeni lake, Keewatin. (Not Woman Lake river.)

Wollaston Land. See Victoria island.

Wood; brook, tributary to Grass river, Keewatin.

Wood; river, north of Wood mountain, Sask. (Not Wood Mountain river.)

Wood. See Jacob.

Wood Mountain river. See Wood river.

Woodroffe; post office and summer resort, Carleton county, Ont. (Not Woodroofe nor Woodruff.)

Woodside; river, tributary to Upper Pelly river, Yukon.

Woods; island, Oyster harbour, east coast of Vancouver island. B.C. (Not Long.)

Woods. See Carroll Wood

Woodtick; island, St. Clair river, Lambton county, Ont. (Not Fawn.)

Work. See Wark.

Worthington; creek, west of Lower Arrow lake, Kootenay district, B.C.

Wotinimata; lake, east of Shabogama lake, Abitibi district, Que.

Wreck; point, southwest of Tobermory harbour, Bruce county, Ont.

Wright; creek, near west end of Surprise lake, Cassiar district, B.C.

Wright; creek, tributary to Blanche river, Nipissing district, Ont.

Wright; point, north of Goderich, Huron county, Ont.

Wright; sound, between Gil and Gribbell islands, Coast district, B.C.

WUNNUMMIN; lake, upper waters of Winisk river, Keewatin.

WUSKATASKO; brook, tributary to Grass river, Keewatin.

WUSKWATIM; brook and lake, on Burntwood river, Keewatin. (Not Beaver-dam, Ooskootim, nor Waskwatim.)

Wyatt. See Waiatt.

WYNOTT; point, northeast of Head harbour, St. Margaret bay, Halifax county, N.S. (Not Smith.)

Y

YAHK; mountain, river, and railway station, in southwestern portion of Kootenay district, B.C.

YAWNINGSTONE; lake, north of Cormorant lake, Keewatin.

YEO; channel, island, and spit, at entrance to Georgian bay, Manitoulin district, Ont.

YEO; island, southwest of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Bluff nor Old Bluff.)

YETH; creek, tributary to Inklin river, Cassiar district, B.C.

YOHO; glacier, lake, park, pass, peak, and river, Rocky mountains, Kootenay district, B.C. (Not Collie glacier, Glacier creek, North Fork river, Upper Emerald lake, Wapta lake and pass.)

YORK; river, tributary to Madawaska river, Hastings and Renfrew counties, Ont. (Not York branch.)

YORK; sound, in southwest portion of Frobisher bay, Franklin.

YORKE; island, Admiralty group, St. Lawrence river, Leeds county, Ont. (Not Boss Dick.)

YOUELL; island, east of Hopkins point, Bruce county, Ont.

YOUNG; lake, in southwest portion of Dalton township, Victoria county, Ontario. (Not Montgomery.)

YOUNGS; point, Weller bay, Ameliasburg township, Prince Edward county, Ont.

Young's. See Limestone.

YUKNESS; mountain, southwest of mount Lefroy, Kootenay district, B.C.

YUKON; river and territory, northwest Canada. (Not Youcon, Youkon, Kwichpak, &c.)

Z

ZACHARIAH; point, near Dodd narrows, east coast of Vancouver island, B.C.

ZANARDI; rapids, at southwest end of Wainwright basin and south of Kaien island, Coast district, B.C.

ZEMAWDZA; Indian village, Kitimat arm, Coast district, B.C. (Not Ze-mawd-za.)

ZENAZIE; creek, south of Gladys lake, Cassiar district, B.C.

ZINC; mountain and valley, east of Ice river, Rocky mountains, Kootenay district, B.C.

ZINKAN; island, Pine Tree harbour, Bruce county, Ont.

ZWICK; island, in the bay of Quinte, Hastings county, Ontario. (Not Zwick's.)

ZYMOETZ; river, tributary to Skeena river, Coast district, B.C. (Not Copper.)

INDEX

NAMES ARRANGED FOR PROVINCES, COUNTIES, ETC.

N.B.—*The former Provisional districts, Franklin, Keewatin, Mackenzie and Ungava, are retained for convenience of reference.*

ALBERTA.

Aberdeen
Abbot
Agnes
Akuinu
Allan
Annette
Arrowwood
Askow
Atikkamek
Attim Segoun
Aylmer
Baker
Balfour
Barwell
Bath
Battle
Bear
Beaupré
Beaver
Beaverdam
Beaverhill
Beaverlodge
Biddle
Bident
Bighill
Bighorn
Bismarck
Blackstone
Blakiston
Boom
Bosworth
Boulder
Bow
Boyer
Brazeau
Brett
Bruce
Brulé
Buffalo
Bull
Castor
Cataract
Cataract
Chief Mountain
Chiniki
Chip
Chipewyan
Chungo
Cirque
Cline
Cockscomb
Coldwater
Consolation
Corral
Costigan
Coutts
Crowsnest
Cyclone
Deltaform
Desolation
Devil's Head
Devil's Head
Devil's Pine.
Dirt
Dolomite
Douglas
Driedmeat
Driftpile
Drummond
Dunvegan
Dyson
Eagle
Eagle
Eaglenest
Echafaud
E. Arrowwood
Edmonton
Eiffel
Eighteen-Mile
Elbow
Elliott
Emerald
Etsi-kom
Etzikom
Fairview
Farrell
Fay
Fisher
Fort Chipewyan
Fort Dunvegan
Fort Edmonton
Fort McKay
Fort Macleod
Fort McMurray
Fort Smith
Fort Vermilion
Fossil
Freman's
Freemen
George
Ghost
Ghost
Ghostpine
Girouard
Glacier
Glacier
Goat
Goldsmith
Gordon
Gorge
Gough
Gould Dome
Grand Valley
Grave
Green
Gregg
Haven
Hazel
Hector
Helen
High
Highwood
Hoffman
Horse
Horseshoe
House
House
Howse
Huber
Hungabee
Inverness
Iosegun
Isabella
Island
Isle
Jacob
Jarvis
Jumpingpound
Junction
Ka-koot
Kakut
Kananaskis
Katherine
Kneehill
Kneehills
Kootanie
Kootenai
LaBiche
Laggan
Lee
Lefroy
Lineham
Little
Little Bow
Little Fork of Sask. R.
Lobstick
Lodge
Lonely Valley
Long
Louis
Louise
Lower Bow
Lower Whitefish
Lusk.
Macabee
McKay
Macleod
McMurray
Margaret
Marmot
Medicine Lodge
Middle Branch (Highwood R.)
Minnewanka
Mirror
Mistaya
Molar
Moraine
Murray
Niblock
Nikanassin
Noores
Norquay
N. Vermilion
Observation
Okotoks
Oldman
Olive
Opabin
Otauwau
O-Tow-Wow
Oyster
Paddle
Paddle
Pak-oghke
Pakowki
Paradise
Pass
Peekopee
Pekisko
Peyto
Pika
Pinnacle
Pipe
Pipestone
Pt. Brulé
Popes
Portal
Pouce Coupé
Ptarmigan
Pulpit
Rainy
Red Deer
Redoubt
Richardson
Roche de Smet

ALBERTA—*Concluded.*

Alberta—*Con.*

Roche Suett
Rocky
Rosebud
Saddle
St. Mary
St. Nicholas
St. Piran
Sakwatamau
Sarcee
Saulteux
Sauteur
Sauteux
Savasse Berry
Serviceberry
Sheep
Sheol
Sibbald
Siffleur
Silverhorn
Small
Smith
Southesk
S. Brch (Hignwood R.)
Spencer
Spirit
Sprucegrove
Steepbank
Sterling
Stewart
Stimson
Stirling
Stonyplain
Storm
Sullivan
Sutherland
Swan
Sweathouse
Temple
Ten Peaks
The Beehive
The Goat's Looking Glass
The Mitre
The Saddle
The Stragglers
Thompson
Threehills
Threepoint
Tower of Babel
Trail
Turquoise
Tuzo
Upper Bow
Upper Whitefish
Vermilion
Victoria
Volcano
Vulture
Wabamun
Wabasca
Wabiskaw
Wallace
Wapiabi
Ware
Waskahigan
Waterton
Wave
Wavy
Wenkchemna
W. Arrowwood
White Goat
White Whale
Whymper
Whyte

BRITISH COLUMBIA.

(Names arranged for Land districts.)

Cariboo.

Black...
Blackwater
Bobtail
Burns
Cariboo
Caribou
Cheslatta
Chilako
Chilcotin
Decker
Endako
Eulatazella
Fort Fraser
Fort Nelson
Fort St. John
Français
Francois
Fraser
Hallett
Kwadacha
Mud
Nadina
Nalta
Naltesby
Nechako
Nelson
Nelson
Noolki
Nulki
Omenica
Omineca
Ootsa
Pantage
Pelican
Quadacha
Quaneca
Quesnel
Sicannie Chief
Sikanni Chief
Sinkut
Stelako
Stella
Stellako
Stewart
Stuart
Tachick
Tsinkut
West
West Road river.

Cassiar

Ahwillgate
Alsek
Anuk
Anvil
Arthur Seat
Atlin
Awillgate
Babine
Barham
Bastion
Beady
Bear
Beaton
Beaver
Bee
Bennett
Bernard
Black
Blanchard
Blue
Boofus
Brown Dome
Buck
Buckley
Bulkley
Cameron
Canyon
Carter
Cassiar
Chehalis
Chikoida
Chismaina
Choquette
Clearwater
Cone
Conrad
Consolation
Copper
Copper
Cottonwood
Crater
Davenport
Dease
Deep
Dixie
Dixie
Eagle
Eagle Crag
Ecstall
Edgar
Edmund
Egnell
Eightmile
Elbow
Essington
Ewing
Fantail
Farnsworth
Fifteen-mile
Français
Francois
Gladys
Glave
Glenora
Goat
Goodwin
Gordon
Graham
Gun
Hackett
Halcro
Hall
Harold
Hartz
Hatchau
Hatin
Hayes
Hazelton
Heart
Hendon
Hitchcock
Hockstall
Homan
Hotailuh
Huckstall
Hurricane
Hutsigola
Huxstall
Hyland
Ice-cap
Inklin
Jennings
Johnson
Kaha
Kahtate
Kaketsa
Kakuchuya
Kates Needle
Katina
Kennicott
Kelsall
Ketchum
Kispiox
Klootchman
Knob
Kluchman
Koketsa
Koshin
Kusawa
Kusiwah
Kuthai
Lacroix
Laketon
Laura
Laurie
Lecroix
Leonard
Liard
Lina
Lindeman
Lyndeman
Little Tahltan
Llewellyn
Long
McCallum
McDame
McDonald
McGrath
Macha
McIntosh
McKee
McLay
McLeod
McMaster
Mansfield
Marble Dome
Maria
Matsatu
Middle
Minto
Morice
Moricetown

BRITISH COLUMBIA—*Continued.*

CASSIAR—*Con.*

Morrice
Morricetown
Mountain
Muchuya
Munro
Mussen
Nadahini
Nakina
Nakonake
Nelson
Nevin
North
Observation
O'Donnel
O'Keefe
Omineca
Ootsa
Otter
Oxstall
Paradise
Parton
Pereleshin
Peveril
Pike
Plateau
Porcupine
Porter
Porter's Landing
Port Essington
Quartz
Robertson
Round
Ruby
Ruth
Saddle
Sanford
Sawback
Scud
Shakes
Shallow
Sheslay
Sicanni Chief
Sikanni Chief
Silver Salmon
Skeena
Skena
Slocoh
Sloko
Snow-cap
Snowdon
Snowy
Stanley
Stikine
Stovel
Sucker
Sugarloaf
Sullivan
Summit
Sunday
Surprise
Suskwa
Tacho
Tahltan
Taku
Taku
Talaha
Tanzilla
Tatiki
Tatshenshini
Tatsho
Tattiki
Tawina
Taysen
Telegraph
Telkwa
Teresa
Terrahina
The Knob
Thibert
Toochi
Tooya
Torres
Tory
Trout
Tsetelui
Turner
Tutchi
Tutesheta
Tutshi
Tuya
Tyee
West
Whipple
White
Whiteswan
Yeth
Zenazie

COAST.

Amy
Antonio
Arm
Ashton
Bacon
Bacon
Barnes
Barrett
Birkby
Bishop
Bjerre
Blackney
Blakeney
Bodega
Boundary
Boxer
Bramham
Branham
Butze
Cahnish
Calete
Cascade
Casey
China Hat
Chonat
Clio
Cloyah
Coast
Comblain
Connolly
Cooper
Coste
Crease
Cumming
Cundale
David
Dawkins
Dean
Defot
Delusion
Denise
Dodge
Dokdaon
Dorothy
Douglas
Dryad
Dudidonto
Dundas
DuVernet
Edgell
Eliot
Ellinor
Elliot
Emilia
Etta
Eva
Fairview
Falcon
Farewell
Fern
Fisherman
Flat
Fort James
Fort St. James
Francisco
Fraser
Frederick
Galloway
Garden
Gardner
Gaudin
Georgia
Gertrude
Ghost
Gil
Gobeil
Graeme
Grant
Gribbell
Guard
Guard
Gurd
Hale
Hall
Halsey
Hawkesbury
Hays
Hays
Hecate
Hecate
Helen
Hibben
Hill
Hippa
Holmes
Home
Hopkins
Horsfall
Ikeda
Ingraham
Inverness
Islet
Joassa
Jorkins
Kaien
Kaiete
Kanish
Kersey
Kestrel
Ki-ette
Kildala
Kinahan
Kingcome
Kitimat
Kitkiata
Klemtu
Kloiya
Kunghit
Kuper
Kyeet
Lake
Lelu
Lewis
Lewis
Lima
Long
Loretta
Louis
Louis
McKay
McLauglin
McLoughlin
Maitland
Maple
Marina
Mary
Mary
Maurelle
Mayes
Mayor
Metlakatla
Minette
Miskatla
Mission
Money
Moody
Moore
Morse
Mouat
Naas
Nahlin
Nankivell
Nass
Nelly
Nesto
Nicholas
Nicolas
Noel
North Porpoise
North Skeena
Nowell
Nubble
Okisollo
Oldfield
Owen
Paisley
Parizeau
Pender
Pethick
Philips
Photograph
Pillsbury
Pilot
Porpoise
Prevost
Prince Rupert
Promise
Pulteney
Pulton
Quadra
Raley
Raymond
Ridley
Riordon
Ritchie
Round
Russell
Schreiber
Seal
Sharbau
Shawatlan
Shoo-wah-tlans
Simpson
Siwiti
Skaloo
Skelu
Skidegate
Sonora
South Porpoise
Spire
Springer
Square

BRITISH COLUMBIA—*Continued.*

COAST—*Con.*

Squire
Stainforth
Staniforth
Stapledon
Stevens
Surge
Tarte
Tatlahco
Tatlayako
Tatlayoo
Tiahn
Tian
Tide
Tomkinson
Tomlinson
Tremayne
Trivet
Tuck
Turn
Turtle
Tyee
Ursula
Valdes
Verney
Vigilant
Waiatt
Wainwright
Walbran
Walkem
Walkem
Walters
Wark
Watson
Wedge
Wi-yat
Work
Wright
Wyatt
Zanardi
Zemawdza
Zymoetz

LILLOOET.

Chilcotin
Fraser

KOOTENAY.

Abbot
Abbott
Afton
Airy
Akolkolex
Akotkolex
Albert
Amiskwi
Angle Peak
Ann
Argyle
Asulkan
Augustine
Avalanche
Ayesha
Bad
Bagheera
Bain
Baker
Bald
Baldur
Balfour
Bannock
Battle
Beatrice
Beaver
Beaverfoot
Beavertail
Bedlington
Begbie
Blaeberry
Blue Grouse
Bonney
Booth
Bor
Bosworth
Boulder
Bow
Bowman
Brewery
Brewster
Bruins
Bull
Burgess
Burton
Cahill
Campbell
Cape Horn
Caribou
Caribou
Carroll
Cartier
Carnarvon
Cascade
Castor and Pollux
Catamount
Cataract
Cathedral
Chancellor
Cheops
Christy
Cinnamon
Clachnacudainn
Clarke
Cogle
Collie
Collie
Columbia
Cony
Copeland
Corbin
Cougar
Cranberry
Cranbrook
Creston
Crowsnest
Cyprian
Dago
Daly
Dawson
Deer Park
Deltaform
Demers
Dennis
Denver
Despatch
Desolation
Deville
Dibble
Dispatch
Donkin
Duchesnay
Duncan
Eagle
Earl Grey
Elk
Emerald
Emerald
Ennis
Evans
Falls
Feuz
Field
Fife
Fire
Fish
Fisher
Flat
Fleming
Float
Fort Steele
Fosthall
Four-mile
Fox
Freda
Freya
Fritz
Galena
Garnet
Geikie
Gimli
Glacier
Glacier Crest
Gladsheim
Gladstone
Gnat
Goat-Canyon crk.
Goatfell
Goodsir
Gordon
Grand
Granite
Grant
Grays
Gray Wolf
Green
Greens
Greys
Grizzly
Grundy
Habel
Halcyon
Hall
Hanbury
Hansen
Haskin
Häsler
Heart
Hector
Heimdal
Hela
Helmet
Hermit
Hidden
Hilda
Hoder
Hogg
Hoodoo
Hooker
Horn
Horn
House
Howse
Huber
Hughes
Hungabee
Hungry
Hunter
Hurd
Hutchison
Ice
Illecillewaet
Incomappleux
Ingersoll
Inonoaklin
Insulated
Irishman
Isolated
Johnston
Jordan
Joseph
Kate
Kauffman
Kerr
Kicking Horse
Kid
Killarney
Kilpatrick
King
Kitchener
Kiwetinok
Koos-ka-nax
Kootenay
Kuskanax
Kuskonook
Ladybird
LaFrance
Lakit
Lamb
Lardeau
Lardo
Laussedat
Lazy
Leanchoil
Leda
Lefroy
Leon
Leon Hot Springs
Lewis
Lily
Linda
Linklater
Linkwater
Little
Little Slocan
Lonely
Lone Tree
Lookout
Loop
Lower Arrow
Luke
McArthur
McBain
McCormick
McDonald
Macdonald
McDougal
McGregor
Mackenzie
McMullen
McNicoll
Macpherson
Macoun
Manganese
Marion
Mark
Marpole
Martins
Matthew
Maus
Meacham
Meadow
Mescoh
Michael
Michaud
Mineral
Misko
Mista
Moberly
Monroe
Mooyie
Mosquito

BRITISH COLUMBIA—*Continued.*

KOOTENAY—*Con.*

Mouse
Moyie
Mud
Mulvey
Mummery
Nakimu
Nakusp
Naumulten
Nemo
Niles
Niord
Norbury
Norns
North Albert
North Branch (Kicking Horse R.)
North Fork (Yoho R.)
North Star
Octopus
Odaray
Odin
Oesa
Ogden
Ogre
O'Hara
Oliver
Otterhead
Ottertail
Owen
Paget
Palliser
Palmer Bar
Park
Pearce
Peavine
Perley Rock
Perry
Pilot
Pingston
Pinnacle
Pirate
Pitt
Pollinger
Popes
Porcupine
President
Procter
Pudding
Purity
Pyramid
Rainy
Redburn
Redding
Reserve
Revelstoke
Ridgeway
Rinda
Ripple
Robertson
Robson
Rock
Rogers
Rose
Ross
Ruby
Russel
Rykerts
St. Eugène
St. Mary
Sanderson
Sanderson
Sangrida
Sapphire
Sarbach
Saugum
Sawyer
Scalping Knife
Schaffer
Sealion
Selwyn
Sharp
Shaughnessy
Sherbrooke
Shields
Sifton
Sir Donald
Sir Sandford
Six-mile
Skirmish
Slocan
Smart
Snowslide
Sodalite
Spike
Spillimacheen
Spirit
Sproat
Stanley
Steele
Steep
Stephen
Stevens
Storm
Sullivan
Sunshine
Swan
Swanzy
Swiss
Syringa
Tackle
Takakkaw
Tallon
Terminal
The Bishops
The Dome
The Monarch
The Needles
The Overlook
The President
The Rampart
The Stragglers
The Steeples
The Vice President
Thor
Thumb
Tokumm
Tonkawatla
Topham
Torrent
Tower
Tracy
Trolltinder
Truda
Tulip
Tupper
Twin
Two-bit
Upper Arrow
Upper Emerald
Upper Kootanie
Urd
Ursus Major
Ursus Minor
Uto
Valhalla
Valkyr
Van Hooven
Van Horne
Van Houten
Vaux
Vertical
Victoria
Vingolf
Wallenger
Wapateehk
Wapta
Wapta
Waputik
Wardner
Washmawapta
Waterfall
Weaver
Wenkchemna
Whaleback
Whatshan
Wheeler
Whitefish
White Grouse
White Man
Whymper
Wild Horse
Wilson
Wiwaxy
Woden
Worthington
Yahk
Yoho
Yukness
Zinc

NEW WESTMINSTER.

Active
Ballenas
Ballinac
Blanchard
Blanshard
Buntzen
Burrill
Cain
Collinson
Descanso
Discovery
Duke
Fraser
Galiano
Houston
Houstoun
Knight
Kuper
Lasketti
Lasquely
Lasqueti
Malaspina's
Matthews
Mayne
Miles
Mouat
Mouatt
Parson
Pender
Plumper
Plumper's
Porlier
Portier
Prevost
Rip
Rocky
Rosenfeld
Ruth
Schooner
Seechelt
Semiamu
Sumas
Sumass
The Golden Ears
Tinson
Trout

YALE.

Anesty
Anstey
Britton
Coquihalla
Eagle
Fish
Fraser
Granite Creek.
Grasshopper
Henning
Jackson
Loadstone
Lodestone
Mara
Murphy
Olivine
Paradise
Rabbitt
Riddell
Shoushwap
Shuswap
Similkameen
S. Similkameen
Spallumcheen
Spearing
Tulameen
Valdes
Whaler

VANCOUVER I.

Admiral
Anderson
Arbutus
Arrowsmith
Bamfield
Banfield
Barclay
Barkley
Bazan
Beeghados
Benson
Big Saanich
Boulder
Brabant
Brandon
Brenton
Brotchie
Burveith
Chemainus
Chemainus
Chuan
Cluster
Coffin
Collins
Commerell
Commerell
Cordova
Cormorant
Cowichan
Cowichin
Cowitchin
Crown
De Courcy
Double
Douglas
Dunsmuir
Edgell

BRITISH COLUMBIA—*Concluded.*

VANCOUVER—*Con.*

Edmund
Effingham
Fleet
Galiano
Gonzales
Halsted
Hecate
Henderson
Hoggan
Holland
Horse Shoe
Horswell
Icarus
Imperieuse
Inner
Jack
Jack's
Joan
Karmutsen
Kla-anch
Koksilah
Kuileet
Lighthouse
Link
Long
McLaughlin
McLoughlin
Maguire
Mouat
Mouatt
Nankivell
Nares
Nigei
Nimpkish
Nixon
Pachena
Page
Parkins
Pender
Pender
Piers
Pinbury
Prevost
Race
Ranch
Richard
Royal
Saddle
St. Patrick's
Saltspring
San Josef
San Miguel
Shaft
Sharp
Sherringham
Shotbolts
Sibell
Snake
Somass
Sumass
Sutil
Tod
Towincut
Twin
Tyne
Wallis
Wark
Whymper
Woods
Work
Zachariah

MINING DIVISIONS IN BRITISH COLUMBIA.

Ainsworth
Alberni
Arrow Lake
Ashcroft
Atlin
Bella Coola
Cariboo
Clayoquot
Clinton
Fort Steele
Golden
Grand Forks
Greenwood
Kamloops
Lardeau
Liard
Lillooet
Nanaimo
Nelson
New Westminster
Nicola
Omenica
Osoyoos
Quatsino
Quesnel
Revelstoke
Similkameen
Skeena
Slocan
Slocan City
Stikine
Trail Creek
Trout Lake
Vernon
Victoria
Windermere
Yale

FRANKLIN.

A. H. Ward
Akuling
Allen
Anderson
Archibald
Arthur Land
Ashe
Ava
Axel Heiberg
Baffin
Banks
Baring
Bathurst
Beaumont
Bedford
Beekman
Best
Bishop
Blanford
Blunt
Bonney
Bosanquet
Brevoort
Bruce
Butler
Chamberlain
Chase
Chorkbak
Chudliasi
Church
Clark
Clements Land
Cockburn
Colmer
Cornwall
Cornwallis
Countess Warwick
Crete
Crooks
Cumberland
Cyrus Field
Devon
Diamond
Dyer
East
Edith
Egypt
Ellesmere
Emma
Fair Ness
Findlay
Finlay Land
Fisher
Fletcher
Fox
Fox
Foxe
Frank Clark
Frobisher
Gabriel
Glasgow
Glencoe
God's Mercie
Gordon
Govan
Grant Land
Greenwood Land
Griffin
Grinnell
Grinnell Land
Hall
Harbour
Hatton
Haven
Hector
Henderson
High
Hogarth
Icy
Innarulligang
Irving
Jackman
James
Jesup Land
Jordan
Jubilee
Julian
Ka-lik-took-duag
Kangerflung
Khartum
King Christian
King Oscar Land
King William
Kitigtung
Kneeland
Korikduardu
Lady Franklin
Leopold
Loks Land
Lower Savage
Lubbock
Luke Fox
Lumley
Macdonald
Markham
Middle Savage
Montrose
Monumental
Murchison
Murray
Newell
Newton
Noel
North
North Cornwall
North Devon
North Foreland
North Lincoln
North Somerset
Northumberland
Olga
Overflow
Penny
Prince Albert Pena.
Prince Albert Land
Prince of Wales
Prince Patrick
Pritzler
Queen Elizabeth
Ramsay
Rawson
Reeves
Resolution
Resolution
Ringnes
Robert

FRANKLIN—*Concluded.*

Robinson
Saddleback
Savage
Schley Land
Siggia
Somerset
Spicer
Strathcona
Sylvia Grinnell
Tchork-back
Toohoolitas
Tornait
Tudjakdjuan
Tudjakdjudusirn
Tuhulitas
Upper Savage
Victoria
Waddell
Ward
Warwick
Westbourne
West Fox
Wharton
White
White Bear
Wollaston
Wollaston Land
York

KEEWATIN.

Achigo
Anamabine
Anamebini
Annimwash
Apeganau
Apussigamasi
Asheweig
Asippitti
Athapapuskow
Atic-a-make
Atikameg
Attawapiskat
Backs
Badesdawa
Bald Eagle
Bamaji
Bamajigma
Basquia
Beaver-dam
Belanger
Big Reed
Birch
Birch
Black
Black Iron
Blackstone
Bluffy
Brokenmouth
Burntwood
Carys Swan Nest
Cat
Cedar
Chuch Koone
Chukuni
Churchill
Cochrane
Cold
Contact
Cormorant
Cowan
Cranberry
Cross
Cross
Dolomite
Doobaunt
Dubawnt
Duck
Eabemet
East
Echimamish
Ekwan
Elbow
English
English
Equan
Favourable
Fawn
File
Fishbasket
Footprint
Fort Severn
Gods
Gods Mercy
Granville
Grass
Grass
Great Fish
Greenshields
Grenville
Gullrock
Hair
Hayes
Hay's
Herb
Hill
Hill
Hudson
Indian
Indian Pear Island L.
Island
Island
Ithenotosquan
James Ross
Kabania
Kah-mini-ti-gwa-quiack
Kakinookama
Kanuchuan
Kapikik
Kapiskau
Kapkichi
Kasagiminnis
Kay-gat
Kaypiscow
Kee-she-kas
Keigat
Kishikas
Kishki
Kenozhe
Kiskitto
Kiskittogisu
Kisseynew
Kississing
Kiwanzi
Lake of the Narrows
Landing
Limestone
Little Black
Little Sachigo
Little Shallow
Lobstick
Lonely
Long
Long-legged
Loonhead
Lower Clearwater
Machawaian
Makokibatan
Mamakwash
Mameigwess
Manasan
Manitush
Manuminan
Margaret
Marten Drinking
Matawa
Medicine-stone
Meggisi
Methy
Michikamog
Michikenis
Michikenopik
Mimominatik
Minago
Misamikwash
Missinnippi
Missipisew
Mitishto
Monsomshi
Moose
Mountain
Muddy Water
Muhigan
Munoshan
Nameins
Nankika
Nechigona
Nelson
Nemeigusabins
Net Setting
Nibinamik
Niskitogisew
Nistowasis
Nolin
Obashi
Ochig
Odei
Ogani
Omatuwi
Onatamini
Ooskootim
Opinnagau
Opanask
Opegano
Opikeigen
Ospwagan
Otoskwin
Ozhiski
Ozhuskans
Packhoon
Pagaonga
Paint
Pakhoan
Pakquehigan
Pakwa
Pakwahigan
Pakwash
Papaonga
Paquash
Pasquia
Pe-kangc-kum
Pekangikum
Pepisquew
Pichinamei
Pickle
Pikangikum
Pipe
Pine
Pineroot
Pipestone
Pipestone
Pizustigwan
Pokkattawagan
Powingow
Puke-lowogein
Pukkattawagan
Red
Reed
Reader
Reindeer
Roes Welcome
Root
Ross
Rowes
Sachigo
Sagaminnis
Sandy
Sahpoochaway
Saskeram
Segatiga
Sepewesk
Sesikinaga
Setting
Seul
Severn
Shabumeni
Shagamu
Shakaneh
Shallow
Shamattawa
Sipiwesk
Sisipuk
Slate
Sogakwa
Southern Indian
Split
Squirrel
Steel
Sutton
Sweet Herb
Tabasokwia
Takipy
Tashka
Teal
The Elbow
The Pas
Thleweechodezeth
Threepoint
Totogan
Trout
Upinnakaw
Vermilion
Wabishkok
Wadopi
Wagabkedei
Wai-nusk
Wapichtigow
Wapakik
Wapikopa
Wapishtigau
Wapitotem
Washagami
Washagomis

KEEWATIN—*Concluded.*

KEEWATIN—*Con.*

Washagummy
Washi
Waskatowaka
Washkiowaka
Waskik
Waskiktepigo
Waskwatim
Watchi
Weenisk
Weibikwei
Weir
Wekusko
Wenasaga
Wepiskow
West
West Niskitogisew
West Winisk
Whitefish Spawning
Whitestone
Wigwasikak
Williams
Wimapedi
Windigo
Windy
Winisk
Winisk
Winiskisis
Winonitikameg
Wintawanan
Wintering
Witchai
Wizida
Wizidans
Wolf
Wolf Rand
Woman
Wood
Wunnummin
Wuskatasko
Wuskwatim
Yawningstone

MACKENZIE.

Ark-e-leenik
Backs
Back's Western
Bear
Cathawhachaga
Clinton-Colden
Christie
Dahadinni
Delthore
Doobaunt
Dubawnt
Earl Grey
Eduni
Ehkwee
Ekwi
Gravel
Great Bear
Great Fish
Home
Inklin
Kathawachaga
Keele
Klewi
Laurier
Liard
Lockhart
Mountain
Nainlin
Natla
Nidda
Nyarling
Pethinue
Sass
Sass-tessi
Sayunei
Sekwi
Setidgi
Shezal
Sitidgi
Tess-Clewee
Thelew
Thelon
Thleweechodezeth
Tsichu
Twitya
Western
Wholdia

MANITOBA.

Albert
Anderson
Bad Throat
Berens
Big
Big Black
Bird
Birds Hill
Black
Bloodvein
Boyne
Burton
Dauphin
Deer
Deer
Doghead
Dog's Head
Duck River N.
Duck River S.
East Doghead
Ebb-and-Flow
Grand
Great Black
Hecla
Hole
Huns Valley
Icelandic
Iles de Bois
Jackhead
LaRivière
Little Black
Little Saskatchewan
Lorette
McCreary
Manigotagan
Matheson
Minnewakan
Morris
Muskrat
Netley
Nipuwin
North Duck
Oakbank
Oiseau
Outer Sturgeon
Partridge Crop
Payoonan
Peonan
Pineimuta
Punk
Punk
Rat Portage lake
Reindeer
St. George
St. Martin
Saskatchewan
Scratching
Snake
Souris
South Duck
Steeprock
Turnagain
Violadale
Wanipigow
Warpath
West Dog Head
Whiteway
Winnipegosis

NEW BRUNSWICK.

ALBERT.

Albert
Cap de Moselle
Chignecto
Demoiselle
Enrage
Golden Mountain
Gowland Mountain
Hopewell Corner
Petcoudiac
Petitcodiac
Point Wolf
Rougie
Roxburgh
Salisbury

CARLETON.

Becaguimec
Beechwood
Bumfrau
Maduxnakeag
Manquart
Mars Hill
Meduxnekeag
Monquart
Munquart
Newburg
Newburg Junction
Peckagomique
Presquile
Richmond
Richmond Corner
Rivière-des-Chutes
Shictahawk
Shiktahawk

CHARLOTTE.

Belas
Campobello
Canous
Canouse
Deadman
Etang
Grand Manan
Harbour de Lute
Kanus
Lepreau
L'Etang
L'Etete
Letite
Loutre
Mace
Mascabin
Mascareen
Mascarin
Mehollan
Mcholland
Menan
Midjik
Mijic
Mulholland

NEW BRUNSWICK—*Concluded.*

Charlotte—*Con.*

Paskekegan
Piskahegan
Rollingdam
St. Andrews
St. Stephen
Watt
Watt Junction

Gloucester.

Alemek
Baie des Chaleur
Bartibog
Caraquet
Caron
Carron
Chaleur
Elmtree
Flemming
Grande Anse
Green Point
Lamek
Laplante
Limestone
Little Nipisiguit
Millstream
Miltonbrae
Miscou
Mya
Mya
Nepisiguit
Nickadow
Nigadu
Nipisiguit
Nipisiguit Millstream
North Mya
Petit Rocher
Pockmouche
Pocmouche
Pokemouche
Pokesudi
Shippigan
S. Br. Little R.
South Mya
Tetagouche
Teteagouche
Young's

Kent.

Cocagne
Galloway
Galway
Kingston
Macdougall
Molus
Moulie's
New Galloway
New Galway
Pelerin
Point Sapin
Puellering
Rexton
St. Mary
St. Paul

Kings.

Newtown
Pequaket
Philmonro
Pickwaket
Pikwaket
Quispamsis

Madawaska.

Gounamitz
Gunamitz
Little Fork
Waagan
Wagan

Northumberland.

Barnaby
Cain
Cain River
Kains
Miramichi
Mirimichi
Nepisiguit
Nipisiguit
Rivière-des-Caches
Rogersville
Stratharbo
Tabasintac
Tabisintac
Tabusintac

Queens.

Gaspereau
Grimross
Washademoak
Washedemoak

Restigouche.

Baie des Chaleur
Campbellton
Chaleur
Cold Brook
Colebrooke
Dawsonvale
Dawsonville
Gounamitz
Gunamitz
Kedgwick
La Lime
Lanim
Le Nim
Little Fork
Nictor
Quatawamkedgewick
Restigouche
Ristigouche

St. John.

Courtenay
Manawagonish
McCoy
Thompson

Sunbury.

Gaspereau
Oromocto
Oronocto
Portobello
Rusagonis
Rushagornis

Victoria

Aroostook
Arthuret
Ennishone
Ennishore
Gounamitz
Gunamitz
Little Fork
Nictau
Odellach
Otellock
Rapide-de-Femme

Westmorland.

Aboushagan
Aulac
Baie-Verte
Bay Verte
Belliveau
Berrys Mills
Bristol
Chignecto
Gaspereau
Great Shemogue
Jolicœur
Lutz
Missaguash
Misseguash
Missiguash
Missiquash
Oulac
Painsec
Petcoudiac
Petitcodiac
Point de Bute
Pont-à-Buot
Shemogue

York.

Becaguimec
Brockway
Brookway
Chiputneticook
Coac
Koak
McAdam
Nacawicac
Nackawic
Newmarket
Oromocto
Oronocto
Peckagomique
Pocowagamis
Pokiok
Pokowagamis
Poquiock
Sheogomoc
Shogomoc
Springfield
Springhill
Stanley
Stanley Village
Taxes
Taxis
Taxous
Texas

NOVA SCOTIA.

Annapolis.

Cegcmecega
Chute Cove
Delap Cove
Kejimkujik
Marshall Cove
Port Lorne
Port William
Segum Sega

Antigonish.

George
St. George

Cape Breton.

Clark
Flat
Fourchu
Gabarus
Gabarouse
Low
Low
Mainadieu
Menadou
Neal
Neil
Peter's
Petre
Petrie
Petrie's
Scatari
Winging
Wining
Winning

Colchester.

Basin of Mines
Debert
Debert
Kemptown
Masstown
Minas basin
Mines basin
Partipique
Portapique
Waughs

Cumberland.

Basin of Mines
Chignecto
Conn Mills
D'Or
Dore
Joggins
Macan
Maccan

NOVA SCOTIA—*Continued.*

Cumberland—*Con.*

Minas basin
Mines basin
Parrsboro
Philip
Phillip
Salem
Salent
Shoulie
Shulie
South Joggins
South Joggings

Digby.

Bear
Belliveau
Brier
Bryer
Hebert
Metaghan
Meteghan
Meteghan Station
Prim
Rogers
St. Mary

Guysborough.

Caledonia
Charlo
Charlo's Cove
Crow Harbour
Isaac Harbour
Liscomb
Middle Caledonia
Newton
Newtown
Port Bickerton
Queensport
Sherbrooke

Halifax.

Barrie
Big Thrumcap
Black Duck Run
Boutilier
Boutillier
Brian
Brine
Caribou Mines
Catch
Clarke
Cleaveland
Cleveland
Coachman
Coolen
Coonan
Covey
Coyle
Dauphinee
Dauphney
Dover
Doyle
Eisner
Eisenhaur
Fleming
Frederick
Frostfish
George
Grampus
Grand
Hackett Cove
Haggert
Harbour
Hosier
Hubbards
Hubley
Hubly
Isnor
Ketch
Kieley
Kitiwiti
Leary
Lichfield
Litchfield
Little Musquodoboit
Little R. Musquodoboit
Mauger
Meagher
Mosher
Myra
Navy
Oakland
Osier
Peggy Cove
Perpisawick
Perrang
Perrin
Petpeswick
Pine Wood
Ponhook
Reed
Reid
St. Croix
St. Margaret
Schnare
Shad
Shag
Sheehan
Shehea
Shubenacadie
Slaughenwhite
Smith
Snares
Stephens
Stevens
Stony
Tangier
Taylor
Tenants
Terence
Thom
Thrumcap
Tom
Tun
Turner
White
Wynott

Hants.

Basin of Mines
Cheverie
Chiverie
Cockmagun
Cockmigun
Cogmagun
Grand
Hennigar
Joshua Hennigar
La Tete
Minas basin
Mines basin
Northfield
Petite
Ponhook
St. Croix
St. Croix
Shubenacadie
Tenecape
Tenny
Tennycape
Teny
Tenycape
Threemile Plains
Walton
Weir

Inverness.

Cheticamp
Dennis
Denys
Grand Etang
Margaree
River Denys

Kings.

Basin of Mines
Baxter Harbour
Billtown
Canaan
Chipman Corner
Coldbrook
Hall
Hall Harbour
Indian
Kinsman
Longspell
Meehin
Minas basin
Mines basin
New Canaan
North Corner
Norths
Scotsman
Sheffield Vault
Split
Wheaton Vault
Whiterock
White Rock Mills
Whites
White's Corner

Lunenburg.

Aspatagoen
Aspotogan
Coleman
Dares
Dauphinee
Dauphney
Gaetz
Hobson
Indian
Lahave
Le Havre
Meisner
Misener
Upper Lahave

Pictou.

Barney
Barney River
Big
East
John
Merigomish
Middle
West
West river of Pictou

Queens.

Cegemecega
Fairy
Joli Head
Kejimkujik
Medway
Port Joli
Port Matoon
Port Medway
Port Metway
Port Mouton
Segum Sega

Richmond.

Ardoise
Bras d'Or
Creighton
Crichton
Dog
Framboise
Freestone
George
Gooseberry
Great Bras d'Or
Gregory
Habitants
Inhabitants
Janvrin
Jauvrin
L'Ardoise
Marjorie
Petitdegrat
Petit Degrat
Petit de Grat
Poulamon
St. George
Seal

Shelburne.

Big Port l'Hebert
Emulous
Emulow
Head of Jordan R.
Jordan River
Locke
Lockeport
McNutt
Port Ebert
Port Hebert
Port Latour
Port L'Hebert
Ragged
Ragged Island (Hr.)
Rugged
Rugged Island (Hr.)
Shelburne
Shelburne Harbour

Victoria.

Aspy
Boularderie

NOVA SCOTIA—*Concluded.*

VICTORIA—*Con.*

Indian
Inganish
Ingonish
Munro
Niganishe
St. Ann

YARMOUTH.

Cegoggin
Chagoggin
Chegoggin
Great Tusket
Green Cove
Maitland
Port Maitland
Tusket

ONTARIO.

ADDINGTON.

Ashby
Effingham
Island
Little Weslemcoon
Weslemkoon

ALGOMA (District).

Bachewanaung
Bagutchuan
Batchawana
Blind
Bridgland
Brulé
Chiblow
Chippewa
Clear
Coldwater
E. Branch Thessalon R.
Endikai
Grand
Grasett
Harmony
Jackson
Jones
Kaikaquabick
Kenogami
Macoming
Madendanada
Magog
Matinatinda
Misinabi
Missanabie
Missinaibi
Mississagi
North Lizard
Pagwachuan
Pakowagaming
Pakowcaming
Pakowkami
Patauquin
Pawghtchewan
Pawgutchewan
Pegamasai
Petauguin
Powgulchuan
Reception
Robertson
Rowe
Shookum
Skookum
Tendinenda
Waagoosh
Wahbiquckobing
Wahcomatagaming
Wahquekobing
Wakomata
Wakwekobi
Waugush

BRUCE.

Arbutus
Argyle
Bad Neighbour
Baptist
Barrett
Beament
Belcher
Birch
Boyer
Burke
Campbell
Cataract
Cavalier
Chantry
Chiefs
China
Cigar
Clark
Corisande
Cornet
Corsair
Cove
Cove Island
Crab
Dack
Dane
Doctor
Dorcas
Doré
Douglas
Eagle
Earl Patches
Echo
Evelyn
Fishing
Flowerpot
Gat
Gauley
Ghegheto
Gig
Gilphie
Georgian
Golden
Greenfield
Greenough
Gull
Gunn
Harmony
Hopkins
Horton
Huntress
Hurd
Inverhuron
Isle of Coves
Johnston
Juno
Kincardine
Knife
Kolfage
Lambert
Lee
Logie
Loscombe
Lyal
McCallum
McElhinney
MacGregor
McNab
Macpherson
McRae
Mad
Main
Malcolm
Milton
Parker
Penetangore
Pine
Pine Tree
Porcupine
Port Elgin
Ragged
Red
Reid
Ripple
Russel
Saturn
Saugeen
Saxon
Scott
Scougall
Scout
Seashell
Shute
Sibert
Simon
Smokehouse
Snake
Southampton
Stokes
Stony
Tecumseh
Terry
Tobermory
Tolmie
Turning
Twin
Vrooman
Wanderer
Warner
Warren
Wells
Welsh
Wreck
Youell
Zinkan

BRANT.

Alford
Alford Junction
Eaglenest
Middleport
Tuscarora

CARLETON.

Bells Corners
Britannia Bay
Dwyerhill
Rockcliffe
Rockliffe
Goulburn
Hardwood Plains
Harwood Plains
Hemlock
Herbert Corners
Hurdman
Hurdman's Bridge
Jockvale
Johnston Corners
Limebank
Mackay
Orleans
Ottawa
Remic
Remous
St. Joseph d'Orleans
Stanley Corners
Stittville
Westboro
Woodroffe

DUNDAS.

Bouckhill
Brinston
Brinston's Corners
Dixon Corners
Froatsburn
Galop
Little Nation
Nation
Newross
Petite Nation
Reid Mills
South Nation
Toyehill

ELGIN.

Aldborough
Aylmer
Big Otter
Big Otter Creek
Glencolin
Otter
Port Burwell

ESSEX.

Edgar
Edgar's Mills
Pelee
Pointe Pelee
St. Clair

FRONTENAC

Bayfield
Bolivia

ONTARIO—*Continued.*

FRONTENAC—*Con.*

Brown's
Gage
Knapp
Long
Melville
Myles
Ninemile
Penitentiary
Prince Regent
Royal George
Seven Acre
Wolfe

GLENGARRY.

Baudet
Beaudet
Black
Bodet
Cashionglen
Colquhoun
Craigs
Delisle
Garry
Glenbrook
Glengarry
Glennevis
Glenroy
Grant Corners
L'Islet
Mouile
Mouille
Mouillée
Munroe Mills
Raisin
Rigaud
Riv. aux Raisins
St. Raphael
Stanley
Stonehouse

GRENVILLE.

Acton Corners
Bishop
Bishop's Mills
Burritt Rapids
Easton
Easton's Corners
Galop
Graisse
Kemptville
Little Nation
Lordmills
McReynolds
McReynold's Corners
Millar
Millar's Corners
Nation
Petite Nation
Shanly
South Nation
South Rideau
Wilson
Wilson's Bay

GREY.

Georgian.

HALDIMAND.

Canboro
Cook
De Cewville
Nelles
Nelles' Corners
Sherbrooke
Willowgrove

HALIBURTON.

Boshkung
Bright
Burnt
Canning
Cay-ke-quah-bekung
Davis
Drag
East
Eel
Eels
Farquart
Fishtail
Fletcher
Grace
Haliburton
Harry
Johnson
Kabakwa
Kah-bah-bah-quah
Kah-shah-gah-wig-e-mog
Kah-wah-she-be-mah-gog
Kahwambejewagamog
Kashagawi
Kashagawigamog
Kawagama
Kekkekwabi
Ken-ne-big
Ken-ne-ses
Kennibik
Kennisis
Kimball
Kingscote
Kushog
Little Boshkung
Louisa
Macdonald
McFadden
McKenzie
Miskwabi
Mis-quah-be-nish
Monk
Monmouth
Moore
Ne-na-tik-go
Ninatigo
North
Numnekaming
Nunikani
Oxtongue
Paudash
Pee-pee-ke-wah-be-kung
Pen
Percy
Pipikwabi
Poverty
Redstone
Rock
Sah-wah-mish-she
St. Nora
Sawamisshi
Sheldon
Soyers
Stormy
Straggle
Welcome

HALTON.

Bronte
Milton
Milton West
Oakville
Sixteen Mile
Snider
Snider's Corners
Twelve Mile

HASTINGS.

Anne
Baker
Baptiste
Bayside
Boulter
Clark
Coehill
Coe Hill Mines
Copeway
Deseronto
Diamond
Dickey
Dixon
Egan
Fraser
Grimsthorpe
Gunter
Hastings
Hungry
Jamieson
Jamieson's
Jordan
Kaijick Manitou
Kamaniskeg
L'Amable
Limestone
Long
Long
Moira
Myers
Nigger
Ox
Papineau
Quinte
Salmon
Shannonville
Sidney
Snake
Tangamong
Telegraph
Thomson
Thurlow
Trent
Trenton
Trident
Tyendinaga
Wadsworth
Whetstone
Wolf
York
Zwick

HURON.

Albert
Ausable

HURON—*Con.*

Bayfield
Blacks
Cantin
Goderich
Kintail
Maitland
Menesatung
Sable
St. Joseph
Wright

KENORA (District.)

Abraham
Abram
Adam
Affleck
Aiabewatik
Alexandra
Amik
Ant
Anzhekumming
Armstrong
Ash
Asheigamo
Assinkepatakiso
Atikwa
Austin
Bad Rice
Bailey
Bakado
Ball
Balne
Barclay
Barnston
Barren
Barrie
Basket
Bass
Beaubien
Beaverhouse
Bending
Bent
Berry
Black Bird
Black Sawbill
Blueberry
Botsford
Boulder
Bowden
Brownie
Burnet
Burntwood
Butler
Calder
Cameron
Cañon
Canoe
Carleton
Caron
Celtis
Centrefire
Cherry
Circle
Clear
Clearwater
Cleft Rock
Cliff
Cook
Corn
Crow
Daniels
Danish

ONTARIO—*Continued.*

Kenora (District.)

Deacon
Deer
Delany
Denmark
Dinorwic
Discovery
Dominick
Don
Drewry
Dryberry
Dryden
Dyment
Eagle
Eagle Rock
Edith
Edward
Elbow
English
Ethel
Evening
Favel
Fawcett
Fiord
Fisher
Flint
Fluke
Fog
Foreleg
Forest
Gamskagamik
Gawjewiagwa
Ghost
Gilbert
Gordon
Grassy River lake
Grindstone
Gryphon
Hall
Harris
Hawk
Hawk Cliff
Hawkrock
Hebden
Hector
Highstone
Hill
Hodgins
Hourglass
Hughes
Hutchison
Ingall
Jay
John
Kabagukski
Kabikwabik
Kabitustigweiak
Kagiwiosa
Kaiashkomin
Kakagi
Kakinnozhans
Kamanatogama
Kaminnassin
Kaminnaweiskagwok
Kaminni
Kamongus
Kaopskikamak
Kaoskauta
Kapesakosi
Kapikwabikok
Kasakacheweiwak
Kawashegamuk
Kawasheibemagagamak
Kawawia
Kawawiagamak
Keikewabik
Kekekwa
Kennabutch
Kennewapekko
Kenora
Kenozhe
Keys
Kilvert
Kimmewin
Kinnickoneship
Kinnyu
Kinoje
Kiskopkechewans
Knob
Kramer
Kukukahu
Kukukus
Large Trout
Laurier
Lester
Lewis
Lindal
Line
Linklater
Little Jackfish
Little Wabigoon
Lobstick
Lonely
Lone Man's
Long
Loon
Lorne
Lost
Lount
Low
Lynx
McDonald
McHugh
McIntyre
McLennan
MacMillan
Mang
Manitou
Manitumeig
Manomin
Mark
Martin
Matilda
Maynard
Meander
Meggisi
Menikwesi
Mennin
Meskwatessi
Mestowana
Miller
Minnaweiskag
Minnehaha
Minnesabik
Minnikau
Minnitaki
Mongus
Moonshine
Morgan
Mountain
Mud
Mystery
Namego
Nemeibennuk
Nimrod
Norse
Nozheiatik
Nurse
Oak
Oneman
Ord
Osbourne
Osipasinni
Otakus
Oval
Oxdrift
Painkiller
Parrywood
Peak
Pelican
Penassi
Perault
Pereault
Perrault
Pichenninnis
Picture Narrows
Pine
Power
Priam
Rosamond
Ross
Route
Rowan
Saganaga
Sasakwei
Schist
Schnarr
Seggemak
Selby
Separation
Seul
Shallow
Shingwak
Shongwashu
Silver
Small Trout
Smoothrock
Spar
Stanawan
Stanzhikimi
Stephen
Stewart
Stranger
Sucker
Summit
Summit
Sunday
Sunshine
Syndicate
Taché
Talbot
Tasheigama
Tawatinaw
Teggau
Three Fork
Thunder
Tide
Twilight
Unaminnikan
Uphill
Upper Manitou
Vermilion
Vulture
Wabigoon
Wabigwunn
Wall-eye
Walsh
Wapageisi
Wapoose
Wapus
Washeibemaga
Wasp
Wawiag
Weiseieno
Whitney
Wickens
Wilcox
Willard
Williams
Winnange

Kent.

Dover East
East Dover
Jeannette
Mitchell
Mitchell Bay
Muirkirk
St. Clair

Lambton.

Blackwell
Blue
Edward
Eddy's Mills
Edy Mills
Fawn
Harris
Henry Corners
Ipperwash
Kettle
Moore
Petrolia
Point Edward
St. Clair
Woodtick

Lanark.

Allan Mills
Christie Lake
Ferguson Falls
Franktown
Smiths Falls

Leeds.

Adelaide
Admiralty
Amazon
Amherst
Ash
Aspasia
Astounder
Aubrey
Axeman
Bagot
Barge
Bass
Bathing
Bathurst
Battersby
Baumgardt
Beaurivage
Belabourer
Bellamy
Big
Big Stave
Bingham
Black Charlie
Bloodletter
Bloomfield
Bluff
Bluff
Boss Dick
Bouchier

ONTARIO—*Continued.*

Leeds—*Con.*

Bowes
Bratt
Bridge
Brock
Broughton
Brush
Bucks
Burnt
Burntstone
Bush
Camelot
Campbell
Carnegie
Catline
Cedar
Champagne
Cherry
Chichester
Chimney
Citron
Clark
Cleopatra
Club
Cockburn
Collier
Conran
Constance
Cook
Corn
Corn
Cunliffe
Cut
Dark
Dark
Dashwood
Davis
Deathdealer
Deer
DeRottenburg
DeWatteville
Dinghy
Dobbs
Doctor
Donald
Downie
Dromedary
Dumfounder
Endymion
Everest
Fairfield
Fairfield East
Fairy
Fiddlers Elbow
Fisher
Float
Forsyth
Fort Wallace
Gage
Garden
Garrett
Gates
Georgina
Gibraltar
Gig
Glenelbe
Gordon
Goulbourne
Grape
Grass
Grenadier
Grog
Guide
Gunliffe
Hambly
Hamilton
Harvey
Hay
Hickey
Hill
Hog
Hooper
Horseshoe
Howe
Huckleberry
Humbly
Ingall
Jackstraw
Johnson
Jones
Lake Fleet
Leak
Leek
Leroux
Lindsay
Little
Littlejohn
Little Stave
Lynedoch
McCoy
McDonald
McDonald's
McIntosh
McMahon
McNair
Melville
Mermaid
Mile
Mile
Millar's
Milton
Mink
Montgomery
Mulcaster
Murray
Myers
Narrow
Navy
Needles Eye
Netley
Niagara
Niddery
Ninette
O'Connor
Old Bluff
O'Neil
Otty
Owen
Pear
Peel
Perch
Picnic
Pilot
Pine
Pitchpine
Poole
Pooles Resort
Popham
Prince Alfred
Prince Edward
Prince Regent
Princess Charlotte
Psyche
Quarry
Raft
Ramsden
Raspberry
Rattlesnake
Redhorse
Reed
Refugee
Renny
Riall
Rich
Robert
Robinson
Rocksprings
Rolleston
Rose
Rough
Round
Rowley
Royal
St. Helena
St. Lawrence
Savage
Scorpion
Seeley
Seven Pines
Shantee
Shanty
Sheaffe
Sherbrooke
Sherwood Spring
Shoe
Shoemaker
Simcoe
Sir William
Sisters
Skelton
Smith's
Smoke
Snake
Sparrow
Spectacles
Spilsbury
Spit
Spong
Squaw
Stave
Stovin
Sugar
Sumac
Sumach
Surveyor
Tar
Tent
The Punts
Thwartway
Tidds
Troughton
Twin Sisters
Van Buren
Vansittart
Victoria
Wallace
Watch
Wedlock
Willoughby
Wiltse
Yeo
Yorke

Lennox.

Salmon
Unger

Lincoln.

Bismarck
Camden
Campden
Gainsborough
Grassey's Corners
Grassie
Jordan Harbour
Queenston
St. Ann
St. Catharines
St. David
Wellandport

Manitoulin (District).

Advance
Agawa
Aguawa
Ainslie
Bain
Beech
Belanger
Benson
Birch
Black
Blake
Blue Jay
Boom
Buckeye
Buller
Burnt
Burnt Island
Cariboo
Carroll Wood
Carter
Castilian
Channel
Charlton
Chisholm
Christina
Cinder
Cockburn
Dave
Dean
Desert
Dominion
Dunn
East Belanger
East Sister
Edna
Ella
Emily Maxwell
Everett
Fagan
False Detour
Fisher
Fitzwilliam
Frechette
Froude
Gaspesia
Gatacre
Genesta
Girouard
Glycerine
Goose
Grand Manitoulin
Grantham
Grant
Gravel
Great Duck
Green
Greene
Greene Island
Gull
Hammond
Hannah
Hensley
Herschell
Hewson
Horseshoe

ONTARIO—*Continued.*

Manitoulin (Dis.)—*Con.*

Houston
Hughson
Hungerford
Husten
Hyndman
Indian
Inkster
Inner Duck
Ivan
Jackson
James
Jenkins
Jennie Graham
Jones
Kipling
Kitchener
Kitty
Labrador
Larry
Leask
Little
Little Cockburn
Little Grant
Little Green
Lonely
Lougheed
Lucas
Lynn
Macauley
McCarthy
McGaw
McKay
McKim
McLelan
Magnetic
Maiden
Manitoba
Manitou
Manitoulin
Manitoulin gulf
Manitowaning
Mary
Mayflower
Meldrum
Melville
Methuen
Michael
Middle Duck
Mildram
Mildrum
Milton
Mindemoya
Mink
Misery
Mississagi
Monell
Murphy
Mutchmore
North
Outer Duck
Owen
Pearson
Perseverance
Phœbe
Portage
Providence
Pulpwood
Purvis
Quarry
Queen
Rathbun
Red Dan
Rickett
Rickley
Rixon
Roberts
Robertson
Rudyard
Sand
Saunders
Scotchie
Seaman
Shamrock
Shecake
Ship
Simcoe
Simms
Sims
Smith
South
S. Baymouth
Square
Srigley
Stafford
Steevens
Stewart
Stony
Taylor
The Narrows
The Ridge
Thibault
Thistle
Thomas
Timber
Todman
Vigilant
Volunteer
Wagosh
Walker
Walkhouse
Wallace
West Belanger
West Duck
Western Duck
West Sister
Wheeler
White
Wild
Woods
Yeo

Middlesex.

Glenwillow
Hutchinson
Hutchison
Kerwood
London Junction
McGillivray
McInnes
McInness
Maplegrove
Parkhill
Pottersburg
Walker
W. McGillivray

Muskoka (District).

Bays
Brébeuf
Georgian
Muskoka
St. Mary
Trading

Nipissing (District).

Abitibi
Aylen
Barber
Bass
Bear
Beaverhouse
Benson
Blanche
Cache
Camp
Cassels
Cassidy
Clear
Cobalt
Crosby
Crown
Dawson
Dotty
Farr
Friday
Gem
Gillies
Giroux
Goodwin
Gowganda
Grace
Great Opeongo
Haileybury
Hannah
Hannah Bay river
Harricanaw
Hay
Johnny
Johnson
Katherine
Larder
Latchford
Link
Liskeard
Little Madawaska
Little Opeongo
Lobster
Lorrain
Macauley
Mallon
McNevin
Maggie
Martineau
Matabechawan
Matabitchuan
Montague
Montreal
Mud
Net
New Liskeard
Nicol
Obashkong
Opeongo
Peeshabo
Peterson
Pishabo
Present
President
Provoking
Prud'homme
Ragged
Raven
Rib
Rousselet
St. Anthony
Sasaginaga
Sea
Sharp
Smoke
Source
Sutton
Tamagaming
Tasso
Tea
Temagami
Temiscaming
Temiscamingue
Temiskaming
Timagami
Timiskaming
Two Rivers lake
Wabi
Ward
White Bear
Wright

Norfolk.

Fairground
Kinglake
La Salette
Long
Long Point
Mabee
Maybee
N. Foreland
Outer bay of Long Pt.
Villanova

Northumberland.

Brighton
Calf Pasture
Carrying Place
Gale
Murray
Peter
Presqu'ile
Sherwood
Shoal
Stony
Stoney
Trent
Twelve O'clock
Weese

Ontario.

Frenchman
Pickering
Starvation
Strawberry

Oxford.

Currie
Curries Crossing
Folden
Folden's Corners
Goble
Harrington
Harrington West
Hawtrey
Tillsonburg

Parry Sound (District).

Alwin
Bigsby
Bray
Cherry
Counts
Dead
Dokis

ONTARIO—*Continued.*

PARRY SOUND (Dis)—*Con.*

Frances Smith
Franklin
Georgian
Germain
Guano
Hanna
Keefer
Key
Lash
Maganatawan
Magnetawan
Mann
Murray
Perkins
Phillips
Pine
Pratt
Ruel
Shawanaga
Shebeshekong
Wedge
Wicksteed

PEEL.

Campbell Cross
Campbell's Cross
Derry
Derry West
Stanley Mills
Stanley's Mills

PERTH.

Listowell
St. Marys

PETERBOROUGH.

Anstruther
Barrette
Bolger
Buzzard
Catchacoma
Chemung
Compass
Cox
Eagle
Gull
Jack
Kag-ish-a-bog-a-mog
Kasshabog
Ketehacum
Loucks
Mississagua
Oak
Pencil
Pilot
Serpentine
Shemong
Stony
Stoplog
Tallan

PRESCOTT.

Atocas
Autaca
Azatika
Deseticaux
Dez Amecane
Fournier
Fournierville
Graisse
Gratton Corner
Great
Hamilton
Large
Little Nation
L'Orignal
McAlpine
Nation
Petite Nation
Rigaud
South Nation

PRINCE EDWARD.

Albury
Athol
Ameliasburg
Bald
Big
Big Sandy
Capt. John's
Carrying Place
Cedar
Cole
Cornwall Park
Cow
Egg
Foresters
Fox
Grape
Green
Grove
Horse
Huff
Indian
Indian
Little Sandy
Massasauga
Miller
Muscote
Northport
Onderdonk
Pine
Pleasant
Potter
Prince Edward
Quinte
Rednersville
Robinson
Rossmore
Salmon
Salt
Salt
Scotch Bonnet
Ship
Smoke
Solmes
Solmesville
Sophiasburg
South
South Bay
Stoneburgh
Telegraph
Wallbridge
Way
Weller
Wellington
Wicked
Youngs

RAINY RIVER (District).

NOTE.—All names previously under this head are now in Kenora, a new district formed from the northern portion of the old Rainy River district.

RENFREW.

Bark
Beardwood
Blackfish
Carson
Charlotte
Gorman
Greenan
Lève
McMaster
Madawaska
Paugh
Petawawa
Petewawa
Rockliffe
Stonecliff
York

RUSSELL.

Bearbrook
Bray
Bray's Crossing
Carlsbad Springs
Cheney
Cheney Station
Cobb
Eastman's Springs
Embrun
Little Nation
Martel
Martel Corners
Nation
Petite Nation
St. Onge
South Nation
The Lake

SIMCOE.

Bond-Head
Georgian
Glenhuron
Kempenfelt
Penetanguishene

STORMONT.

Black
Chrysler
Croil
Crysler
Dickinson Landing
Eamer
Farran Point
Harrison
Harrison's Corners.
Hoople
Little Nation
McMillan Corners
Mille Roches
Monckland
Monklands
Nation
Osnabruck
Osnabruck Centre
Oznabruck
Petite Nation
Raisin
Raisins, Riv. aux
St. Andrews
Sheak
Sheek
Sheik's
Shieck
South Nation

SUDBURY (District).

Missinabi
Missinabie
Missinaibi
Wahnapitae
Wakamagaming
Wakami
Wanapitei

THUNDER BAY (Dist.)

Aldridge
Allanwater
Bagutchuan
Barbara
Barnard
Barrington
Beckington
Black Sturgeon
Bonnet
Brodeur
Brulé
Bukemiga
Caldwell
Campbell
Caribou
Carp
Cat-tail
Chivelston
Crystal
Davies
Dawson
Devizes
Edward
Elbow
Elizabeth
Emma
Eskwanonwatin
Esquanonwatin
Flatland
Frank
Frazer
Geikie
George
Georgia
Gourdeau
Grand
Grand
Granite
Grassy
Greenbush
Grey
Gull
Gzowski
Hannah
Harris
Haystack

ONTARIO—*Concluded.*

THUNDER BAY (Dis)—*Con.*

Heathcote
Houghton
Humboldt
Jarvis
Jean
Jean-Pierre
Jessie
Jojo
Kabitotikwia
Kabitotiquia
Kagianagami
Kaiashk
Kama
Kaministikwia
Kashaweogama
Kawakashkagama
Kawasgisguegat
Kawashkagama
Kawaweogama
Kawawiagamak
Kelvin
Kenogami
Kenny
Keshkabuon
Kopka
Lasher
Little Flatland
Logan
Lomond
Lookout
McEwen
McIntyre
McKay
McKellar
Mackenzie
McLaurin
Magnet
Makokibatan
Manitou
Maria
Marshall
Martin
Masinabik
Mattice
Mazokama
Michipicoten
Middlebrun
Miminiska
Mission
Montreal
Muddy
Murchison
Nameiben
Nepigon
Neston
Nipigon
Nonwatin
Nonwatinose
North Wind
Obonga
Oboshkegan
Obowanga
Ogoki
Ombabika
Onamakawash
Onaman
Onamanisagi
Opichuan
Orient
Pagwachuan
Parks
Pashkokogan
Pawghtchewan
Pawgutchewan
Pickitigouching
Pijitawabik
Pijitawabekong
Pikitigushi
Pishidgi
Pittiwabikong
Porphyry
Powgulchuan
Randolph
Reef
Robinson
St. John
Sapasook
Sapasoose
Sapasuk
Savant
Selwyn
Seseganaga
Shaganash
Shakespeare
Shangoina
Sharp Mt. (lake)
Sheepshank
Sheesheeb
Shesheeb
Smoothrock
Surprise
Swede
Tempest
Threemount
Tiernan
Triangle
Turtle
Wabakimi
Wabinosh
Wanogu
Waweig
Wawiag
Wawong
Wendigokan
Whiteclay
White's
Whitesand
Wigwasan
Windigo
Windigokan

VICTORIA.

Burnt
Montgomery
Young

WELLAND.

Chantler
Chippawa
Chippewa
Gasline
Welland

WELLINGTON.

Glenallan

WENTWORTH.

Binbrook
Blackheath
Clappison
Harper Corners
Ryckman
Stony
Stoney

YORK.

Clairville
Eglinton
Elder
Elder Mills
Elder's Mills
Fox
Hagerman
Hagerman's Corners
Humber
Laskay
Laskey
O'Sullivan
O'Sullivans Corners
Snake

PRINCE EDWARD ISLAND.

KINGS.

East Souris
Hd. of St. Peter's Bay
Montague
Montague Bridge
Peters Road
St. Peter
Souris

QUEENS.

Grand Rustico
New Wiltshire
North Rustico
North Wiltshire
St. Peter
Wiltshire

PRINCE.

Big (or N.) Miminigash
Cascumpeque
Holland
Little (or S.) Miminigash
Malpeque
Miminegash
Minimegash
Princetown
Richmond
Roseville
Skinner Pond

QUEBEC.

ABITIBI (District).

Abitibi
Agotawekami
Asinitchibastat
Atik
Atikosipi
Baxter
Bell
Broadback
Brownwater
Brushy
Buck-hill
Cabane
Chebistuanonekau
Chensagi
Chibougamau
Christopherson
Clay
Coban
Coffee
Cold
Cone
Dome
Eatchepashi
Elizabeth
Etchipotchi
Evans
Florence
Garden Island
Geikie
Gens-de-terre
Gizzard
Hannah Bay river
Harricanaw
Height-of-land
Hugh
Ice
Iserhoff
Island
Kabona
Kampigukakatoka
Kamshigama
Kaniapiskau
Kanusio
Kekek
Kelvin
Keniapiskau

QUEBEC—*Continued.*

ABITIBI (District)—*Con.*

Kiask
Kiemawisk
Kirk
Kitchigama
Lady Beatrix
Little Nottaway
Long
Macoostigan
Maikasksagi
Makustigan
Matchimanito
Mattagami
Mattawagosik
Megiskun
Mekiscan
Metchiskan
Metiscan
Michagama
Middleton
Migiskan
Mikwasach
Millie
Natchipotchi
Nipukatasi
Noddawai
Nodway
Northeast
Nottaway
Obadowagashing
Obatogamau
Olga
Opamiska
Opatawaga
Opawika
Opemiska
Opiwatakan
O'Sullivan
Otchisk
Paskagama
Pijuwyan
Puskitamika
Rabbit
Reid
Scott
Shabogama
Shamus
Sifton
Simon
Sleepy
Soskumika
Southwest
Taibi
Tshensagi
Wabanoni
Wabinoni
Waswanipi
Wedding
Wemistagosew
West
Wetetnagami
Wettigo
Whitegoose
Wikwaskopauk
Wotinimata
Mid. Br. West river
St. Andrews

ARGENTEUIL.

Beechridge
Dalesville
Greece Point
Hillhead
Kingham
Kingsey

ASHUANIPI (District).

Atikonak
Attikonak
Bowdoin
Groswater
Kenemich
McLean
Melville
Rigolet
St. John

BAGOT.

Actonvale

BEAUCE

Adstock
Aylmer
Coldstream
Price
St. Francis
St. François

BEAUHARNOIS.

Buisson
Cartier
Cartierville
De Salaberry
Grand
St. Etienne-de-Beauharnois
St. Stanislas-de-Kostka

BERTHIER.

Askwahani
Eskwahani
Kapitachuan
Kapitajewan
Kapitashewinna
Mashamengoose
Matashi
Mejomanguse
Menjobaguse
Mitchinamekus

BONAVENTURE.

Baie des Chaleur
Caplan
Chaleur
East
Matapedia
Metapedia
Pointe-à-la-Garde
Port Daniel
Port Daniel East
St. Chas.-de-Caplan
St. George Port Daniel
West
West Port Daniel

CHAMBLY.

Chambly
St. Lambert

CHAMPLAIN.

Assiwanan
Atem
Atim
Chakwa
Chisaouataisi
Great Beaver
Hair Cutting
Kamitsgamak
Kapitswe
Kekeo
Kickendatch
Kikendatch
Kirkendatch
Male
Manuan
Mashamengoose
Mattawa
Mejomanguse
Mekinak
Menjobaguse
Mitchinamekus
Mondonak
Najan
Obiduan
Onkammis
Oskelaneo
Pasiminikana
Pitopiko
Proud-sitting
Ribbon
Ruban
Sackawatisi
St. Maurice
Sandy-beach
Sassawatisi
Travers
Wayagamak
Weymontachi
White Bear

CHARLEVOIX.

Baie-St.Paul
Coudres
Malbaie
Murray Bay
St. Paul's Bay

CHATEAUGUAY.

Allan Corners
Fèves
Rivière-des-Fèves
St. Urbain-de-Chateauguay

CHICOUTIMI.

Askitichi
Foamfall
Ha Ha
Kapikitegoitch
Metabetchouan
Nikabau
Pipmakan
Pitmuakin

COMPTON.

Springhill
St. Francis
St. François

DRUMMOND.

St. Francis
St. François

GASPE.

Anse-au-Vallon
Brion
Bryon
Byron
Cap Chat
Cap-de-Chate
Cape Chatte
Cross
Despair
Espoir
Grande-Anse
L'Anse-à-Valleau
Macquereau
Maquereau
Martin
Martre
Riviere-à-la-Martre
Ste. Anne-des-Monts

HOCHELAGA.

Back
Côte-des-Neiges-Ouest
Longue-Pointe
Nuns
Prairies
Rivière-des-Prairies
St. Helen
Ste. Hélène
St. Paul

HUNTINGDON.

Anderson Corners
Calvin Grove
Carr
Carr's Crossing
Clyde Corners
Coffey
Coffey's Corners
Cowan
Hinchinbrook
Kelvingrove
Maybank
O'Neil
O'Neill's Corners
Port Lewis
Port Louis
Ste. Agnès-de-Dundee
St. Regis
Starnesboro
Whites

IBERVILLE.

Mount Johnson
St. Alexandre
Ste. Brigide
St. Gregoire

JACQUES CARTIER

Allan
Back
Caron
Dowker
Lynch

QUEBEC—*Continued.*

Jacques Cartier—*Con.*

Macdougall's
Marion
Marion
Orme
Prairies
Ste Anne-de-Bellevue
Ste. Anne du bout de L'Ile
St. Genevieve
St. Laurent
St. Laurent, Montreal
Tortue
Valois
Valoisville

Joliette.

Askwahani
Eskwahani
Kapemitchigama
Kapitajewan
Kapitashewinna
Kapitachuan
Tunagamik

Lake St. John.

Ashuapmuchuan
Commissioners
File-axe
Mistassibi
Muskosibi
Ouasiemska
Peribonka
St. Maurice
Ticouabi
Tikonabi
Tikuape
Washimeska
Wassienska

Laval.

Back
Bélanger
Tétreauville
Parc-Laval
Prairies
Village Belanger

Levis.

St. Henri
St. Henri Station

L'Islet.

Algernon
Roche à Veillons
St. Roch-des-Aulnaies
South

Lotbiniere.

Deschaillons
Eschaillons
St. Antoine-de-Tilly
St. Antoine, Lotbiniere
Ste. Emelie
Ste. Emilie
Ste. Emmélie
St. Jean Deschaillons

Maskinonge.

Kapitajewan
Kapitashewinna
Kapitachuan
Mashamangoose
Mejomanguse
Menjobaguse
Mitchinamekus
Nemikachi

Matane.

Causapscal
Cosupscoult
Great Metis
Matapedia
Metapedia
Metis
Mitis
Ste. Angèle-de-Rimouski

Megantic.

Bécancour
Bigsby
Black
Clapham
Coldstream
Coleraine
Colraine
Ireland
Lake Megantic
Megantic
Robertson
Robertson Station
Sacré-Coeur-de-Marie
St. Antoine-de-Pontbriand
Thetford

Missisquoi.

Nutt
Nutt's Corners

Mistassini (District).

Abatagush
Albanel
Cabistachuan
Chabatok
Cooper
Kabistachuan
Kanotaikau
Kokomenhani
Little Mistassini
Marten
Miskittenau
Mistassini
Mistassinis
Mokwawastuk
Namiska
Nemiskau
Pinched-neck
Pontax
Pontiac
Poplar
Punichuan
Robert
Rupert
Tesaycau
Tesekau
Wahwanichi
Wakinichi
Wakonichi

Montcalm.

Akos
Bear-grease
Bouchette
Kakashe
Kamachigama
Kapitachuan
Kapitajewan
Kapitashewinna
Namegos
Namegosis
Nemegos
Nemegosis
O'Sullivan
Shesheinquan
Shoshokwan

Montmorency.

Cap Brulé
Grand Lake Jacques Cartier
Jacques Cartier
Montée du Lac
Montée du Lac

Ottawa.

Arcand
Arcans
Arosen
Aylmer
Cardinal's
Charlebois
Commandant
Deschênes
Deschênes Mills
Gatineau Point
Gens-de-terre
Grand Lac du Commissaires
Jean de Terre
Kazabazua
Kinonge
Kirk Ferry
McLaren
McLaurin
Montebello
Nation
Nomining
North Nation
Ottawa
Papineau
Petite Nation
Remic
Remous
Rousseau
Roussin
Ste. Rosalie
St. Sixte
Salmon
Sincique
Sugarbush
Thirty-one-mile
Wabassi
Wilson Corners

Pontiac.

Abbika
Anwatan
Apika
Atikmahik
Barriere
Big
Big Obashing
Burnt Bay
Carcajou
Chief
Deepwater
Dumoine
Eagle
Eel
Expanse
Fisher
Gaotanaga
Gens-de-terre
Grand
Grand lake Victoria
Islands
Jean de Terre
Kahuch
Kajakankikamak
Kakabonga
Kakebonka
Kanikawinika
Kanimitti
Kapitachuan
Kapitajewan
Kapitashewinna
Kapitagama
Katonche
Kawasachuan
Kawastaguta
Keec
Kee-ec-kee-ec
Keepawa
Kekeko
Kewagama
Kiekkiek
Kinojevis
Kipawa
Kokomis
Lapéche
Lily
Little Roger
Little Rogers
Lonely
Maganasibi
Mann
Mishomis
Moosehorn
Namawash
Nawapitechin
Newagama
Nipmenanni
Obashing
Obaska
Obikoba
Obiska
Opasatika
Opequanne
Opequon
Opikwan
Osisko
Otanabi
Quinze
Quio
Quyon
Rapides
Roger
Rogers
Shesheinquann

QUEBEC—*Concluded.*

PONTIAC—*Continued.*

Shoshokwan
Temiscaming
Temiscamingue
Temiskaming
Thomasine
Tiger
Timiskaming
Tomasine
Wabaskus
Wapusanan
Washeka
Waskega
Winawiash

PORTNEUF.

Dombourg
Donbour
Frechette

QUEBEC.

Kajoualwang
Najualand
Najwalwank

RICHMOND.

St. Francis
St. François

RIMOUSKI.

Arignole
Mistigouche
Mistigoucéche
Mistikus
Orignal

ROUVILLE.

Huron
Marieville
Richelieu
Village Richelieu

SAGUENAY.

Bason
Bersimis
Betsiamits
Bouleau
Chaloupe
Choniuban
Eskimo
Esquimaux
Fall
Godbout
Goodbout
Ichimanicuagan
Ishimanikuagan
Jupiter
Jupiter
Little Mecattina
Little Natashquan
Manicuagan
Manicouagan
Manikuagan
Marguerite
Martimoki
Mecatina
Mekattina
Mille-Vaches
Moisie
Monts
Mooshaulagan
Mouchalagan
Mushalagan
Muskwaro
Nabesipi
Nabesippi
Nabisipi
Napetipi
Natashkwan
Natashquan
Observation
Olomanoshibo
Pashashibu
Peashteebee
Pentecôte
Pepechekau
Piashti
Piastre
Pikapao
Pikopao
Pipishikau
Pointe-des-Monts
Quetachu
Romaine
St. Augustin
St. Augustine
Ste. Marguerite
Ste. Marguerite
Sassaganaga
Sault-au-Cochon
Saut de Cochon
Saut de Mouton
Sawbill
Sept Iles
Seven Islands
Shallop
Shecatica
Shekatika
Sheldrake
Sholiaban
Souriban
Sourilaban
Southwest
Tadoussac
Todnustook
Toolnustook
Tortue
Tulnustuk
Waputstagamu
Washikuti
Washsheecootai
Watcheeshoo
Watsheeshoo
Watshishu

ST. JOHNS.

Belle-Vallée
Fort Lennox
Ile-aux-Noix
Noix
St. Bernard-Sud
St. Valentin

ST. MAURICE.

Goldfinch
Kawaskisigat
Kempt
Mashamengoose
Mejomanguse
Menjobaguse
Mitchinamekus
Pakonsigane
Pieromonta
St. Maurice
Shawenegan
Wabaskoutyunk
Wagwabeya
Wagwabika

SHEFFORD.

Rochelle
Ste. Anne-de-Stukely
Ste. Cecile-de-Milton

SHERBROOKE.

Ascot
Little Magog
Magog
St. Francis
St. François
Sherbrooke

SOULANGES.

Baudet
Beaudet
Beaujeu
Bodet
Bouleau
Cedars
Chateauguay
Dadancourt
Dalhousie Mills
Dalhousie Station
D'Alogmy
Dondaine
Giroux
Grande Batture
Grande Ile aux Erables
Joubert
Lalonde
Leonard
Maple
Petite Ile aux Cygnes
River Beaudette
Round
Sévigny
Soulanges
Thorn

STANSTEAD.

Baldwin's pond
Barnston pond
Little Magog
Magog
Lyster

TEMISCOUATA.

Coudres

TERREBONNE.

Rouge
Ste. Thérèse-de-Blainville

TWO MOUNTAINS.

Chicot
La Chapelle
Petit Chicot
St. Columban
Colombe
Coulombe
Garthby
Garthby Station
St. Francis
St. François
Stratford
Ward
Wolfestown

VAUDREUIL.

Brucy's
Brussy
Dorion
Graham
Graisse
Green Valley
Ile Perrot
Lavigne
Point Fortune
Raquette
Rigaud
Vaudreuil
Verte-Vallée

WOLFE.

Aylmer
Bisby
Belmina
Breeches

YAMASKA.

St. Francis
St. François
Ste. Monique des Deux Montagnes
Ste. Monique

SASKATCHEWAN.

Attitti
Barrel
Basquia
Bear
Bear Lake river
Beaver
Big Cutarm
Big Sturgeon
Bonald
Bowtree
Buffalo Pound
Caribou
Carrot
Churchill
Cumberland
Cutarm
Deschambault
Doctor
Duck
Fish
Forks
Frenchman
Frobisher
Gap
Goosehunting
Great Bear Sand hills
Hanging Hide
Heron
Highpound
Highview
Hillfarm
Humboldt
Indian Pear
Iskwatikan
Jumping Deer
Kakinagimak
Kakinokumak
Kamatsi
Keg
Kyaska
Kaposvar
La Ronge
Leather
Little Cutarm
Lodge
Long
Long
Lowes
Manawan
Maple
McFarlane
Medicine Lodge
Merion
Mineronte
Mirond
Missinnippi
Montreal
Moose
Moosejaw
Mudjatik
Mukoman
Muskwesi
Namew
Neale
Negik
Nemei
Nemeiben
Opachuanau
Pachewanow
Pagato
Pasquia
Payoonan
Pebble
Pelican
Peonan
Pine Island lake
Pink
Pinto
Pita
Potato
Primeau
Rapid river
Rapid River lake
Red Deer
Reindeer
Roche Percée
Root
Saskeram
Seepanock
Shell
Shell Brook
Silver
Sipanok
Sisipuk
Souris
Stone
Sturgeon
Sturgeon-weir
Torch
Trade
Valleyview
Vermilion
Wapawekka
Wapoos
Wapus
Wasawakasik
White Mud
Whitesand
Willowbunch
Wintego
Wood
Wood Mt. river

UNGAVA.

Abloviak
Akpatok
Akpatok
Akwatuk
Alukpaluk
Aquatuk
Aukpatuk
Beacon
Bennett
Big
Big Rock
Bishop Roggan
Bowdoin
Burgoyne
Burwell
Button
Cairn
Cape of Hopes Advance
Charles
Chidley
Chimo
Chudleigh
Comb
Deception
Diana
Doctor
Douglas
Dyke
Eastmain
Eider
Fisher
Fort Chimo
Fosters
George
Goose
Gray
Great Bishop Roggan
Grey Goose
Gyrfalcon
High Fall
Hopes Advance
Hudson
Inukshiligaluk
Inukshuktuyuk
Ittimenoktok
Jacob
Joy
Junnusuksoak
Kangerthialuksoak
Kaniapiskau
Kattaktok
Katukok
Keglo
Kenogamissee
Kernertut
King George
Koksoak
Kyak
Labrador reef
Larch
Leaf
Little Charlton
McLean
McLean
McLelan
Maiden
Manitounuk
Mansel
Mansfield
Moses Oates
Nauyats
Nedluk
Nepihjee
Neptune Head
North
Old Factory
Omanek
Opinaca
Opinaka
Pauktorvik
Payne
Petatstekupau
Petishikupau
Petitsikapau
Petshikupau
Plover
Prince Henry Foreland
Prince of Wales
Richmond
Roggan
Seal
Shedlui
Solomons Temples
South
Stimukoktok
Straight
Stupart
Tasurak
The Wart
Tisiriuk
Trodely
Tunnussaksuk
Tuttle
Tuvalik
Uibvaksoak
Uinaksoak
Wakeham
Wales
Wauguash
Weggs
Whale
Whitley
Wiachuan
William Smith
Wood

YUKON.

Adams
Aishihik
Alki
Allgold
Alligator
Alma
Alsek
Annie
Anticline
Arkansas
Arkell
Atlin
Australia
Bach
Baker
Bald
Bear
Beaton
Bedrock
Benson
Big Salmon
Bird
Bisel
Blackfox
Blanchard
Bonanza
Boswell
Boulder

YUKON—*Continued.*

Boundary
Braeburn
Brantnober
Brewer
Browns
Bryant
Burnham
Burns
Burton
Calder
Calf
Campbell
Canyon
Carcross
Caribou
Caribou
Caribou Crossing
Carmack
Cassiar
Cave
Chandindu
Christie
Clear
Clinton
Clondyke
Coal
Cone
Conrad
Cooper
Crater
Crooked
Cudahy
Dail
Dalton
Davidson
Davis
Dawson
Dawson City
Deadwood
Dewdney
Dezadeash
Dion
Disella
Dognose
Dollis
Dome
Dominion
Donjek
Duckie
Dundalk
Eagle Nest
Earn
Edith
Eldorado
Emil
Ensley
Ethel
Eureka
Fairfield
Fay
Field
Finger
Finlayson
Five-finger
Flat
Florence
Fort Selkirk
Fortymile
Frances
Frederick
Fresno
Friday
Galena
Garnet
Gilliam
Glacier
Gladman
Glenlyon
Gnat
Gold
Goldbottom
Golden
Golden Horn
Gold-run
Granger
Granite
Gray
Green
Grizzly
Gull
Gustavus
Haeckel
Haggart
Haldane
Hall
Hancock
Harper
Harris
Hart
Healy
Henderson
Hendon
Henrietta
Hess
Hester
Hinton
Hodnett
Hoole
Hootalinqua
Hopkins
Horton
Hunker
Hutshi
Hutshiku
Illes
Independence
Indian
Ingram
Itsi
Janet
Jensen
Jim
Joel
John
Johnston
Joy
Jubilee
Kalzas
Kaskawulsh
Katrina
Kecle
Ketza
Kitza
Klatsa
Klokhok
Klondike
Klotassin
Klotz
Kluane
Kluhini
Klukshu
Klusha
Koidern
Kusawa
Kwichpak
Laberge
Ladue
Lake
Lansdowne
Lansing
Lapie
Last-chance
Laura
Laurier
Lebarge
Leotta
Lewes
Lewis
Lewis
Liard
Little Atlin
Little Blanche
Little-gem
Little Salmon
Logan
Lombard
Lorne
Lubbock
Lucky
M'Clintock
McConnell
McEvoy
Macmillan
McPherson
McQuesten
Maloney
Marsh
Mary
Matheson
Maunoir
Mayo
Meadow
Mendenhall
Michaud
Michie
Miles
Miller
Miners
Minnie Bell
Mint
Mistake
Montana
Moose
Mooseskin
Morley
Morrison
Mosquito
Mountain
Nahoni
Nares
Narchilla
Needle
Nello
Nevin
New Zealand
Nipple
Nisling
Nisutlin
Nogold
Nordenskiöld
North
O'Brien
O'Connor
Ogilvie
Oldman
Oldwoman
Ophir
Orchay
Ortell
Osgood
Ottawa
Parker
Pelly
Perkins
Perthers
Perthes
Peterson
Pitts
Poker
Porcupine
Porter
Povoas
Prejevalsky
Prevost
Ptarmigan
Pugh
Pyramid
Quartz
Quebec
Quiet
Quinn
Reindeer
Remington
Richthofen
Riddell
Rink
River (mt.)
Rob Roy
Rogue
Rose
Rosebud
Ross
Ruby
Saint-Cyr
St. Hilary
Satasha
Sayia
Sayyea
Scroggie
Sekulmun
Selkirk
Selous
Selwyn
Semenof
Shakwak
Sheep
Sheldon
Sifton
Simmons
Simpson
Simpson Tower
Sixty
Sixtymile
Slate
Small Duck
Soda
Stake
Star
Starr
Stewart
Stony
Sulphur
Sunday
Surprise
Swede
Tagish
Tahte
Takhini
Taku
Taltmain
Tantalus
Tasin
Tatchun
Tatonduk
Tatshenshini
Tay
Taye
Terrace
Teslin
The Three Guardsmen
Thistle
Thomas
Thron-diuck
Til-e-i-tsho

YUKON—*Concluded.*

Yukon—*Con.*

Tillei
Tintina
Tlet-tlan-a-tsoots
Too-flat
Too-much-gold
Too-tlas
Tower
Traffic
Tummel
Tustles
Tyers
Unahini
Vancouver
Von Wilczek
Walker
Watson
Wellesley
Wesketahin
Wheaton
White
Whitehorse
Whitestone
Wilson
Windy
Wolf
Woodside
Yukon

COUNTIES IN CANADA.

New Brunswick.

Albert
Carleton
Charlotte
Gloucester
Kent
Kings
Madawaska
Northumberland
Queens
Restigouche
St. John
Sunbury
Victoria
Westmorland
York

Nova Scotia.

Annapolis
Antigonish
Cape Breton
Colchester
Cumberland
Digby
Guysborough
Halifax
Hants
Inverness
Kings
Lunenburg
Pictou
Queens
Richmond
Shelburne
Victoria
Yarmouth

Ontario.

Addington
Algoma (district)
Brant
Bruce
Carleton
Dufferin
Dundas
Durham
Elgin
Essex
Frontenac
Glengarry
Grenville
Grey
Haldimand
Haliburton
Halton
Hastings
Huron
Kenora (district)
Kent
Lambton
Lanark
Leeds
Lennox
Lincoln
Manitoulin (district)
Middlesex
Muskoka (district)
Nipissing (district)
Norfolk
Northumberland
Ontario
Oxford
Parry Sound (district)
Peel
Perth
Peterborough
Prescott
Prince Edward
Rainy River (district)
Renfrew
Russell
Simcoe
Stormont
Sudbury (district)
Thunder Bay (district)
Victoria
Waterloo
Welland
Wellington
Wentworth
York

Prince Edward Island.

Kings
Prince
Queens

Quebec.

Abitibi (district)
Argenteuil
Arthabaska
Ashuanipi (district)
Bagot
Beauharnois
Beauce
Bellechasse
Berthier
Bonaventure
Brome
Chambly
Champlain
Charlevoix
Chateauguay
Chicoutimi
Compton
Dorchester
Drummond
Gaspé
Hochelaga
Huntingdon
Iberville
Jacques Cartier
Joliette
Kamouraska
Lake St. John
Laprairie
L'Assomption
Laval
Lévis
L'Islet
Lotbinière
Matane
Maskinongé
Megantic
Missisquoi
Mistassini (district)
Montcalm
Montmagny
Montmorency
Napierville
Nicolet
Ottawa
Pontiac
Portneuf
Quebec
Richelieu
Richmond
Rimouski
Rouville
Saguenay
Shefford
Sherbrooke
Soulanges
Stanstead
St. Hyacinthe
St. Johns
St. Maurice
Temiscouata
Terrebonne
Two Mountains
Vaudreuil
Verchères
Wolfe
Yamaska

TOWNSHIPS IN ONTARIO.

Township.	County or District.
Aberdeen	Algoma.
Abinger	Addington.
Adams	Sudbury.
Adelaide	Middlesex.
Adjala	Simcoe.
Admaston	Renfrew.
Adolphustown	Lennox.
Airy	Nipissing.
Albemarle	Bruce.
Albert	Algoma.
Albion	Peel.
Aldborough	Elgin.
Alexandra	Sudbury.
Alfred	Prescott.
Algona, North	Renfrew.
Algona, South	Renfrew.
Alice	Renfrew.
Allan	Manitoulin.
Allen	Sudbury.
Alnwick	Northumberland.
Amabel	Bruce.
Amaranth	Dufferin.
Ameliasburgh	Prince Edward.
Ames	Thunder Bay.
Amherst Island	Lennox.
Amyot	Sudbury.
Ancaster	Wentworth.
Anderdon	Essex.
Anderson	Algoma.
Anglesea	Addington.
Anglin	Nipissing.
Anson	Haliburton.
Anstruther	Peterborough.
Antoine	Nipissing.
Appleby	Sudbury.
Archibald	Algoma.
Armour	Parry Sound.
Armstrong	Nipissing.
Arran	Bruce.
Artemesia	Grey.
Arthur	Wellington.
Ashby	Addington.
Ashfield	Huron.
Askin	Nipissing.
Asphodel	Peterborough.
Asquith	Sudbury.
Assiginack	Manitoulin.
Athol	Prince Edward.
Atwood	Rainy River.
Aubin	Sudbury.
Aubrey	Kenora.
Auden	Algoma.
Augusta	Grenville.
Auld	Nipissing.
Aurora	"
Awenge	Algoma.
Aweres	"
Awrey	Sudbury.
Aylmer	"
Aylsworth	Rainy River.
Badgerow	Nipissing.
Bagot	Renfrew.
Bain	Thunder Bay.
Baldwin	Sudbury.
Balfour	"
Ballantyne	Nipissing.
Bangor	Hastings.
Banks	Nipissing.
Bannerman	Algoma.
Barber	Nipissing.
Barker	Algoma.
Barlow	Thunder Bay.
Barnet	Nipissing.
Barr	"
Barrie	Frontenac.
Barrie Island	Manitoulin.
Barron	Nipissing.
Bartlett	Sudbury.
Barton	Wentworth.
Barwick	Rainy River.
Bastard	Leeds.
Bastedo	Nipissing.
Bathurst	Lanark.
Baxter	Muskoka.
Bayham	Elgin.
Bayly	Nipissing.
Beardmore	Sudbury.
Beaucage	Nipissing.
Beauchamp	"
Beatty	"
Beaumont	Sudbury.
Beck	"
Beckwith	Lanark.
Bedford	Frontenac.
Bell	Thunder Bay.
Belmont	Peterborough.
Bennett	Rainy River.
Benoit	Nipissing.
Bentinck	Grey.
Beresford	Nipissing.
Berry	"
Bertie	Welland.
Bertram	Nipissing.
Bethune	Parry Sound
Beverely	Wentworth.
Bexely	Victoria.
Bicknell	Algoma.
Biddulph	Middlesex.
Bidwell	Manitoulin.
Bigelow	Sudbury.
Biggar	Nipissing.
Bigwood	Sudbury.
Billings	Manitoulin.
Binbrook	Wentworth.
Bishop	Nipissing.
Blackstock	"
Blain	"
Blair	Parry Sound.
Blake	Thunder Bay.
Blandford	Oxford.
Blanchard	Perth.
Blenheim	Oxford.
Blezard	Sudbury.
Blount	Nipissing.
Blue	Rainy River.
Blyth	Nipissing.
Blithfield	Renfrew.
Bond	Nipissing.
Bonfield	"
Bonis	"
Booth	Thunder Bay.
Borden	Sudbury.
Bosanquet	Lambton.
Boston	Nipissing.
Boulter	"
Bowell	Sudbury.
Bower	Nipissing.

TOWNSHIPS IN ONTARIO—*Continued.*

Township.	County or District.
Bowman	Nipissing.
Bowyer	“
Boyce	Algoma.
Boyd	Nipissing.
Bradburn	Sudbury.
Brant	Bruce.
Brantford	Brant.
Brethour	Nipissing.
Brewster	“
Bridgland	Algoma.
Bright	“
Brighton	Northumberland.
Briggs	Nipissing.
Brigstocke	“
Bristol	Sudbury.
Britton	Kenora.
Brock	Ontario.
Broder	Sudbury.
Bromley	Renfrew.
Bronson	Nipissing.
Brooke	Lambton.
Brougham	Renfrew.
Brower	Nipissing.
Brown	Parry Sound.
Browning	Sudbury.
Bruce	Bruce.
Brudenell	Renfrew.
Brunel	Muskoka.
Brunet	Sudbury.
Bruton	Haliburton.
Bryce	Nipissing.
Buchanan	Renfrew.
Bucke	Nipissing.
Burford	Brant.
Burgess, North	Lanark.
Burgess, South	Leeds.
Burk	Kenora.
Burleigh	Peterborough.
Burns	Renfrew.
Burpee	Parry Sound.
Burpee	Manitoulin.
Burriss	Rainy River.
Burritt	Sudbury.
Burrows	Sudbury.
Burt	Nipissing.
Burton	Parry Sound.
Burwash	Sudbury.
Butt	Nipissing.
Byers	Sudbury.
Byron	Thunder Bay.
Cabot	Sudbury.
Caistor	Lincoln.
Calder	Sudbury.
Caldwell	Nipissing.
Caledon	Peel.
Caledonia	Prescott.
Calvert	Nipissing.
Calvin	“
Cambridge	Russel.
Camden	Kent.
Camden East	Addington.
Cameron	Nipissing.
Campbell	Manitoulin.
Canborough	Haldimand.
Cane	Nipissing.
Canisbay	“
Canonto, North	Frontenac.
Canonto, South	“
Capreol	Sudbury.
Caradoc	Middlesex.
Carden	Victoria.
Cardiff	Haliburton.
Cardwell	Muskoka.
Carling	Parry Sound.
Carlow	Hastings.
Carlyle	Manitoulin.
Carman	Nipissing.
Carnarvon	Manitoulin.
Carnegie	Sudbury.
Carpenter	Rainy River.
Carr	Nipissing.
Carrick	Bruce.
Carscallen	Sudbury.
Cartier	“
Cartwright	Durham.
Cascaden	Sudbury.
Casey	Nipissing.
Casgrain	Algoma.
Cashel	Hastings.
Casimir	Sudbury.
Cassels	Nipissing.
Catharine	“
Cavan	Durham.
Cavendish	Peterborough.
Cayuga, North	Haldimand.
Cayuga, South	“
Chaffey	Muskoka.
Chamberlain	Nipissing.
Chambers	“
Chandos	Peterborough.
Chapleau	Sudbury.
Chapman	Parry Sound.
Charlottenburg	Glengarry.
Charlotteville	Norfolk.
Charlton	Nipissing.
Charters	“
Chatham	Kent.
Cherriman	Sudbury.
Chesley	Algoma.
Chenier	Sudbury.
Chewett	“
Childerhose	“
Chinguacousy	Peel.
Chipman	Thunder Bay.
Chisholm	Nipissing.
Chown	“
Christie	Parry Sound.
Churchill	Sudbury.
Clancy	Nipissing.
Clara	Renfrew.
Clarence	Russell.
Clarendon	Frontenac.
Clarke	Durham.
Clary	Nipissing.
Clavet	Algoma.
Cleaver	Nipissing.
Cleland	Sudbury.
Clergue	Nipissing.
Clinton	Lincoln.
Clute	Sudbury.
Clyde	Haliburton.
Cobden	Algoma.
Cochrane	Sudbury.
Cockburn Island	Manitoulin.
Cody	Nipissing.
Colborne	Huron.
Colchester, North	Essex.
Colchester, South	“

TOWNSHIPS IN ONTARIO—*Continued.*

Township.	County or District.
Cole	Nipissing.
Coleman	“
Collingwood	Grey.
Collins	Sudbury.
Colquhoun	“
Commanda	Nipissing.
Conger	Parry Sound.
Conmee	Thunder Bay.
Cook	Nipissing.
Corkill	“
Corley	“
Cornwall	Stormont.
Cosby	Sudbury.
Coté	“
Cotton	Nipissing.
Coulson	“
Cox	Sudbury.
Craig	“
Cramahe	Northumberland.
Crawford	Sudbury.
Creelman	“
Creighton	“
Crerar	Nipissing.
Croft	Parry Sound.
Crooks	Thunder Bay.
Crosby, North	Leeds.
Crosby, South	“
Crowland	Welland.
Crozier	Rainy River.
Culross	Bruce.
Cumberland	Russell.
Curran	Rainy River.
Currie	Nipissing.
Curtis	Algoma.
Dack	Nipissing.
Dalhousie	Lanark.
Dalton	Victoria.
Dana	Nipissing.
Dance	Rainy River.
Dane	Nipissing.
D'Arcy	Sudbury.
Dargavel	“
Darling	Lanark.
Darlington	Durham.
Davidson	Nipissing.
Davis	Sudbury.
Dawn	Lambton.
Dawson	Manitoulin.
Day	Algoma.
Deacon	Nipissing.
Delamere	Sudbury.
Delaware	Middlesex.
Deloro	Sudbury.
De Morest	Nipissing.
Denbigh	Addington.
Denison	Sudbury.
Dennis	Algoma.
Denton	Sudbury.
Derby	Grey.
Dereham	Oxford.
Deroche	Algoma.
Devine	Nipissing.
Devitt	Algoma.
Devlin	Rainy River.
Dewart	“
Dicken	Nipissing.
Dickson	“
Digby	Victoria.
Dilke	Rainy River.
Dill	Sudbury.
Dobie	Rainy River.
Donovan	Nipissing.
Dorchester, North	Middlesex.
Dorchester, South	Elgin.
Dorion	Thunder Bay.
Douglas	Sudbury.
Douro	Peterborough.
Dover, East	Kent.
Dover, West	“
Dowling	Sudbury.
Downie	Perth.
Doyle	Sudbury.
Draper	Muskoka.
Drummond	Lanark.
Drury	Sudbury.
Dryden	“
Dudley	Haliburton.
Duff	Sudbury.
Dufferin	Nipissing.
Dumfries, North	Waterloo.
Dumfries, South	Brant.
Dummer	Peterborough.
Duncan	Algoma.
Dundonald	Nipissing.
Dungannon	Hastings.
Dunlop	Sudbury.
Dunn	Haldimand.
Dunnet	Sudbury.
Dunwich	Elgin.
Dymond	Nipissing.
Dysart	Haliburton.
Easthope, North	Perth.
Easthope, South	“
Eastnor	Bruce.
Eby	Nipissing.
Eddy	“
Edgar	“
Edwards	“
Edwardsburgh	Grenville.
Effingham	Addington.
Egan	Nipissing.
Egremont	Grey.
Eilber	Algoma.
Ekfrid	Middlesex.
Elderslie	Bruce.
Eldon	Victoria.
Eldorado	Sudbury.
Elizabethtown	Leeds.
Ellice	Perth.
Elma	“
Elmsley, North	Lanark.
Elmsley, South	Leeds.
Elzevir	Hastings.
Emily	Victoria.
Enniskillen	Lambton.
Ennismore	Peterborough.
Eramosa	Wellington.
Erin	“
Ermatinger	Sudbury.
Erne town	Lennox.
Escott	Leeds.
Esquesing	Halton.
Essa	Simcoe.
Eston	Algoma.
Etobicoke	York.
Eton	Kenora.
Euphemia	Lambton.
Euphrasia	Grey.

TOWNSHIPS IN ONTARIO—*Continued.*

Township.	County or District.
Evanturel	Nipissing.
Evelyn	“
Eyre	Haliburton.
Fairbank	Sudbury.
Falconbridge	“
Falconer	Nipissing.
Fallon	“
Faraday	Hastings.
Farr	Nipissing.
Farrington	Rainy River.
Fauquier	Sudbury.
Fawcett	“
Fell	Nipissing.
Fenelon	Victoria.
Fenwick	Algoma.
Ferguson	Parry Sound.
Fernow	Thunder Bay.
Ferrie	Parry Sound.
Ferris	Nipissing.
Field	“
Finch	Stormont.
Finlayson	Nipissing.
Fintry	Algoma.
Firstbrook	Nipissing.
Fisher	Algoma.
Fitzgerald	Nipissing.
Fitzroy	Carleton.
Flamborough, East	Wentworth.
Flamborough, West	“
Flavelle	Nipissing.
Fleck	Algoma.
Fleming	Rainy River.
Flos	Simcoe.
Foley	Parry Sound.
Foster	Sudbury.
Fournier	“
Fox	Nipissing.
Foy	Sudbury.
Fraleck	Nipissing.
Fraleigh	Thunder Bay.
Franklin	Muskoka.
Fraser	Renfrew.
Frechette	Sudbury.
Fredericksburgh, North	Lennox.
Fredericksburgh, South	“
Freeman	Muskoka.
French	Nipissing.
Freswick	“
Fripp	Sudbury.
Fullarton	Perth.
Fushimi	Algoma.
Gainsborough	Lincoln.
Galbraith	Algoma.
Gallagher	Sudbury.
Galna	Nipissing.
Galway	Peterborough.
Gamble	Nipissing.
Gamey	Sudbury.
Garafraxa, East	Dufferin.
Garafraxa, West	Wellington.
Garrow	Nipissing.
Garson	Sudbury.
Gaudette	Algoma.
Gauthier	Nipissing.
Geikie	Sudbury.
Georgina	York.
German	Nipissing.
Gibbons	“
Gibson	Muskoka.

Township.	County or District.
Gill	Algoma.
Gillies	Thunder Bay.
Gillmor	Algoma.
Glackmeyer	Nipissing.
Gladman	“
Gladstone	Algoma.
Glamorgan	Haliburton.
Glanford	Wentworth.
Glenelg	Grey.
Gloucester	Carleton.
Goderich	Huron.
Godfrey	Sudbury.
Gooderham	Nipissing.
Goodwin	Thunder Bay.
Gordon	Manitoulin.
Gorham	Thunder Bay.
Goschen	Sudbury.
Gosfield, North	Essex.
Gosfield, South	“
Gough	Sudbury.
Goulbourn	Carleton.
Gould	Algoma.
Gowan	Sudbury.
Gower, North	Carleton.
Gower, South	Grenville.
Graham	Sudbury.
Grant	Nipissing.
Grantham	Lincoln.
Grasett	Algoma.
Grattan	Renfrew.
Greenock	Bruce.
Grey	Huron.
Griffith	Renfrew.
Grigg	Nipissing.
Grimsby, North	Lincoln.
Grimsby, South	“
Grimsthorpe	Hastings.
Gross	Nipissing.
Guelph	Wellington.
Guibord	Nipissing.
Guilford	Haliburton.
Gurd	Parry Sound.
Gurney	Sudbury.
Guthrie	Nipissing.
Gwillimbury, North	York.
Gwillimbury, East	“
Gwillimbury, West	Simcoe.
Haddo	Sudbury.
Haentschel	Nipissing.
Hagar	Sudbury.
Hagarty	Renfrew.
Hagerman	Parry Sound.
Haggart	Sudbury.
Haldimand	Northumberland.
Halkirk	Rainy River.
Hallam	Sudbury.
Hallowell	Prince Edward.
Hamilton	Northumberland.
Hammell	Nipissing.
Hanlon	Algoma.
Hanmer	Sudbury.
Hanna	Nipissing.
Harburn	Haliburton.
Harcourt	“
Hardy	Parry Sound.
Harley	Nipissing.
Harris	“
Harrison	Parry Sound.
Harrow	Sudbury.

TOWNSHIPS IN ONTARIO—*Continued.*

Township.	County or District.
Hart	Sudbury.
Hartman	Kenora.
Harty	Sudbury.
Harvey	Peterborough.
Harwich	Kent.
Haughton	Algoma.
Haultain	Nipissing.
Havelock	Haliburton.
Havilland	Algoma.
Hawkesbury, East	Prescott.
Hawkesbury, West	“
Hawley	Sudbury.
Hay	Huron.
Haycock	Kenora.
Head	Renfrew.
Hearst	Nipissing.
Henderson	Thunder Bay.
Hendrie	Sudbury.
Henry	“
Henwood	Nipissing.
Herrick	Algoma.
Herschell	Hastings.
Hess	Sudbury.
Hibbert	Perth.
Hillary	Sudbury.
Hilliard	Nipissing.
Hillier	Prince Edward.
Hilton	Algoma.
Himsworth, North	Parry Sound.
Himsworth, South	“
Hinchinbrooke	Frontenac.
Hindon	Haliburton.
Hislop	Nipissing.
Hobbs	“
Hodgetts	Sudbury.
Hodgins	Algoma.
Holland	Grey.
Holmes	Nipissing.
Homer	Thunder Bay.
Hope	Durham.
Horton	Renfrew.
Hoskin	Sudbury.
Houghton	Norfolk.
Howard	Kent
Howey	Nipissing.
Howe Island	Frontenac.
Howick	Huron.
Howland	Manitoulin.
Hoyle	Sudbury.
Hudson	Nipissing.
Hugel	“
Hullett	Huron.
Humberstone	Welland.
Humboldt	Mantioulin.
Humphrey	Parry Sound.
Hungerford	Hastings.
Hunter	Nipissing.
Huntingdon	Hastings.
Huntley	Carleton.
Huron	Bruce.
Hutton	Sudbury.
Hyman	“
Idington	Algoma.
Ingram	Nipissing.
Innes	Thunder Bay.
Innisfil	Simcoe.
Jaffray	Kenora.
James	Nipissing.
Jamieson	Sudbury.

Township.	County or District.
Janes	Sudbury.
Jarvis	Algoma.
Jessop	Sudbury.
Jennings	“
Jocelyn	Algoma.
Johnson	“
Joly	Parry Sound.
Jones	Renfrew.
Kaladar	Lennox.
Kars	Algoma.
Keefer	Sudbury.
Keely	Nipissing.
Kehoe	Algoma.
Kelly	Sudbury.
Kelvin	“
Kemp	“
Kendrey	“
Kennebec	Frontenac.
Kennedy	Nipissing.
Kenny	“
Kenyon	Glengarry.
Keppel	Grey.
Kerns	Nipissing.
Kerrs	“
Kincaid	Algoma.
Kincardine	Bruce.
Kidd	Sudbury.
King	York.
Kingsford	Rainy River.
Kingsmill	Sudbury.
Kingston	Frontenac.
Kinloss	Bruce.
Kirkpatrick	Nipissing.
Kirkwood	Algoma.
Kitchener	Sudbury.
Kitley	Leeds.
Kittson	Nipissing.
Klock	“
Klotz	Thunder Bay.
Knight	Nipissing.
Knox	“
Kohler	Algoma.
Korah	“
Lackner	Sudbury.
Laidlaw	“
Laird	Algoma.
Lake	Hastings.
Lamarche	Nipissing.
Lampman	Sudbury.
Lanark	Lanark.
Lancaster	Glengarry.
Langmuir	Nipissing.
Langton	Kenora.
Lansdowne	Leeds.
Lash	Rainy River.
Latchford	Nipissing.
Lauder	“
Laura	Sudbury.
Laurier	Parry Sound.
Lavant	Lanark.
Law	Nipissing.
Lawrence	Haliburton.
Lawson	Nipissing.
Laxton	Victoria.
Leask	Sudbury.
Lebel	Nipissing.
Leckie	“
Ledger	Thunder Bay.
Leeds	Leeds.

TOWNSHIPS IN ONTARIO—*Continued.*

Township.	County or District.
Lefroy	Algoma.
Leitch	Sudbury.
Leith	Nipissing.
Lennox	Sudbury.
Leo	Nipissing.
Leonard	“
Levack	Sudbury.
Lewis	Algoma.
Ley	Algoma.
Limerick	Hastings.
Lindsay	Bruce.
Lister	Nipissing.
Little	“
Livingstone	Haliburton.
Lobo	Middlesex.
Lochiel	Glengarry.
Lockhart	Nipissing.
Logan	Perth.
London	Middlesex.
Long	Algoma.
Longford	Victoria.
Longueuil	Prescott.
Lorne	Sudbury.
Lorrain	Nipissing.
Loudon	“
Loughborough	Frontenac.
Loughrin	Sudbury.
Louise	“
Lount	Parry Sound.
Louth	Lincoln.
Loveland	Sudbury.
Low	Thunder Bay.
Lucas	Sudbury.
Lumsden	“
Lundy	Nipissing.
Luther, East	Dufferin.
Luther, West	Wellington.
Lutterworth	Haliburton.
Lybster	Thunder Bay.
Lyell	Nipissing.
Lyman	“
Lynedoch	Renfrew.
Lyon	Thunder Bay.
Mabee	Sudbury.
McArthur	“
McCallum	Nipissing.
McCann	“
McCart	“
McCarthy	Sudbury.
McCaul	Rainy River.
M'Clintock	Haliburton.
M'Clure	Hastings.
McCoig	Algoma.
McConkey	Parry Sound.
McConnell	Nipissing.
McCool	“
McCrae	Algoma.
McCraney	Nipissing.
McCrosson	Rainy River.
McDougall	Parry Sound.
McElroy	Nipissing.
McFadden	“
McGarry	“
McGee	Sudbury.
McGiffin	Nipissing.
McGillivray	Middlesex.
McGiverin	Algoma.
McGowan	“
McGregor	Thunder Bay.
McIntyre	Bhunder Tay.
McIrvine	Rainy River.
McKay	Renfrew.
McKellar	Parry Sound.
McKeown	Sudbury.
McKillop	Huron.
McKim	Sudbury.
McLaren	Nipissing.
McLaughlin	“
McLean	Muskoka.
McLeod	Nipissing.
McMahon	Algoma.
McMillan	“
McMurchy	Sudbury.
McMurrich	Parry Sound.
McNab	Renfrew.
McNamara	Sudbury.
McNaught	“
McNeil	Nipissing.
McNish	Sudbury.
McTavish	Thunder Bay.
McVittie	Nipissing.
McWilliams	“
Macaulay	Muskoka.
Macdonald	Algoma.
Macdiarmid	Sudbury.
Machar	Parry Sound.
Machin	Sudbury.
Mack	Algoma.
Mackelcan	Sudbury.
Mackenzie	Parry Sound.
Mackinnon	Sudbury.
Macklem	Nipissing.
Maclennan	Sudbury.
Macpherson	Nipissing.
Madoc	Hastings.
Mahaffy	Sudbury.
Maidstone	Essex.
Maisonville	Nipissing.
Malahide	Elgin.
Malden	Essex.
Mann	Nipissing.
Manvers	Durham.
Mara	Ontario.
Marathon	Nipissing.
March	Carleton.
Marconi	Nipissing.
Maria	Renfrew.
Mariposa	Victoria.
Markham	York.
Marks	Thunder Bay.
Marlborough	Carleton.
Marmora	Hastings.
Marquis	Nipissing.
Marter	“
Martland	Sudbury.
Maryborough	Wellington.
Marysburgh, North	Prince Edward.
Marysburgh, South	“
Mason	Sudbury.
Massey	“
Master	Nipissing.
Matawatchan	Renfrew.
Matchedash	Simcoe.
Mather	Rainy River.
Matheson	Nipissing.
Matilda	Dundas.
Mattawan	Nipissing.
May	Sudbury.

TOWNSHIPS IN ONTARIO—*Continued.*

Township.	County or District.	Township.	County or District.
Mayo	Hastings.	Neely	Algoma.
Medonte	Simcoe.	Nelles	Rainy River.
Medora	Muskoka.	Nelson	Halton.
Melancthon	Dufferin.	Nepean	Carleton.
Melick	Kenora.	Nesbitt	Sudbury.
Melgund	“	Newmarket	Nipissing.
Meredith	Algoma.	Niagara	Lincoln.
Merick	Nipissing.	Nichol	Wellington.
Merritt	Sudbury.	Nightingale	Haliburton.
Mersea	Essex.	Nipigon	Thunder Bay.
Metcalfe	Middlesex.	Nipissing	Parry Sound.
Methuen	Peterborough.	Nissouri, East	Oxford.
Michaud	Nipissing.	Nissouri, West	Middlesex.
Miekle	“	Niven	Nipissing.
Middleton	Norfolk.	Nixon	Sudbury.
Miller	Frontenac.	Norman	“
Miligan	Nipissing.	Normanby	Grey.
Mills	Parry Sound.	Norwich, North	Oxford.
Mills	Manitoulin.	Norwich, South	“
Milne	Nipissing.	Notman	Nipissing.
Milner	“	Nottawasaga	Simcoe.
Minden	Haliburton.	Oakland	Brant.
Minto	Wellington.	Oakley	Muskoka.
Miscampbell	Rainy River.	O'Brien	Sudbury.
Monaghan, North	Peterborough.	O'Connor	Thunder Bay.
Monaghan, South	Northumberland.	Ogden	Sudbury.
Monck	Muskoka.	Ogilvie	“
Moncrieff	Sudbury.	Olden	Frontenac.
Mond	“	Olive	Nipissing.
Monmouth	Haliburton.	Oliver	Thunder Bay.
Mono	Dufferin.	Olrig	Nipissing.
Montague	Lanark.	O'Meara	Thunder Bay.
Monteagle	Hastings.	Oneida	Haldimand.
Monteith	Parry Sound.	Onondaga	Brant.
Montgomery	Algoma.	Ops	Victoria.
Moody	Nipissing.	Orford	Kent.
Moore	Lambton.	Orillia, North	Simcoe.
Morel	Nipissing.	Orillia, South	“
Morgan	Sudbury.	Oro	“
Morin	Algoma.	Osborne	Nipissing.
Morley	Rainy River.	Osgoode	Carleton.
Mornington	Perth.	Osler	Nipissing.
Morris	Huron.	Osnabruck	Stormont.
Morrison	Muskoka.	Oso	Frontenac.
Morson	Rainy River.	Osprey	Grey.
Mortimer	Nipissing.	Otonabee	Peterborough.
Mosa	Middlesex.	Ottaway	Sudbury.
Moss	Thunder Bay.	Otter	Algoma.
Moulton	Haldimand.	Otto	Nipissing.
Mountain	Dundas.	Oxford	Grenville.
Mountjoy	Sudbury.	Oxford, North	Oxford.
Mowat	Parry Sound.	Oxford, East	“
Mulligan	Nipissing.	Oxford, West	“
Mulloy	Algoma.	Pacaud	Nipissing.
Mulmur	Dufferin.	Paipoonge	Thunder Bay.
Mulock	Nipissing.	Pakenham	Lanark.
Mulvey	Algoma.	Palmer	Algoma.
Munro	Nipissing.	Palmerston	Frontenac.
Murchison	“	Papineau	Nipissing.
Murphy	Sudbury.	Pardee	Thunder Bay.
Murray	Northumberland.	Pardo	Nipissing.
Musgrove	Sudbury.	Parke	Algoma.
Muskoka	Muskoka.	Parkin	Sudbury.
Mutrie	Kenora.	Parkinson	Algoma.
Nairn	Sudbury.	Patterson	Parry Sound.
Nansen	“	Pattinson	Sudbury.
Nassagaweya	Halton.	Patton	Algoma.
Neebing	Thunder Bay.	Pattullo	Rainy River.
Neelon	Sudbury.	Paul	Sudbury.

TOWNSHIPS IN ONTARIO—*Continued.*

Township.	County or District.	Township.	County or District.
Paxton	Nipissing.	Richmond	Lennox.
Pearce	Sudbury.	Rickard	Nipissing.
Pearson	Thunder Bay.	Riddell	“
Peck	Nipissing.	Ridout	Muskoka.
Peel	Wellington.	Ritchie	Algoma.
Pedley	Nipissing.	Roadhouse	Nipissing.
Pelham	Welland.	Roberts	Sudbury.
Pembroke	Renfrew.	Robinson	Manitoulin.
Pellatt	Kenora.	Robillard	Nipissing.
Pennefather	Algoma.	Robb	Sudbury.
Pense	Nipissing.	Rochester	Essex.
Pentland	“	Roddick	Rainy River.
Percy	Northumberland.	Rogers	Algoma.
Perry	Parry Sound.	Rolph	Renfrew.
Petawawa	Renfrew.	Romney	Kent.
Pettypiece	Kenora.	Rorke	Nipissing.
Pharand	Sudbury.	Rose	Algoma.
Phelps	Nipissing.	Rosebery	Rainy River.
Pic	Thunder Bay.	Ross	Renfrew.
Pickering	Ontario.	Rowell	Kenora.
Pilkington	Wellington.	Roxborough	Stormont.
Pittsburgh	Frontenac.	Rugby	Kenora.
Plantagenet, North	Prescott.	Russell	Russell.
Plantagenet, South	“	Rutherford	Manitoulin.
Playfair	Nipissing.	Ryan	Algoma.
Plummer	Algoma.	Ryde	Muskoka.
Plympton	Lambton.	Ryerson	Parry Sound.
Poitras	Nipissing.	Sabine	Nipissing.
Porter	Sudbury.	St. Edmunds	Bruce.
Portland	Frontenac.	St. John	Nipissing.
Potts	Rainy River.	St. Joseph	Algoma.
Pratt	“	St. Mary	“
Preston	Nipissing.	St. Vincent	Grey.
Price	Sudbury.	Salter	Sudbury.
Prince	Algoma.	Saltfleet	Wentworth.
Pringle	Parry Sound.	Sandfield	Manitoulin.
Proctor	Algoma.	Sandwich, East	Essex.
Prosser	Sudbury.	Sandwich, West	“
Proton	Grey.	Sandwich, South	“
Proudfoot	Parry Sound.	Sandford	Kenora.
Purdom	Thunder Bay.	Sankey	Algoma.
Purvis	Nipissing.	Sarawak	Grey.
Puslinch	Wellington.	Sarnia	Lambton.
Pyne	Nipissing.	Saugeen	Bruce.
Radcliffe	Renfrew.	Savard	Nipissing.
Raglan	“	Scadding	Sudbury.
Rainham	Haldimand.	Scarborough	York.
Raleigh	Kent.	Scarfe	Algoma.
Rama	Ontario.	Scoble	Thunder Bay.
Ramsay	Sudbury.	Scollard	Sudbury.
Ramsay	Lanark.	Scott	Ontario.
Ramsay Wright	Rainy River.	Scugog	“
Rankin	Nipissing.	Seagram	Nipissing.
Rathbun	Sudbury.	Sebastopol	Renfrew.
Ratter	“	Secord	Sudbury.
Rattray	Nipissing.	Selwyn	Thunder Bay.
Rawdon	Hastings.	Seneca	Haldimand.
Ray	Nipissing.	Servos	Sudbury.
Raymond	“	Seymour	Northumberland.
Raynar	Thunder Bay.	Shackleton	Sudbury.
Rayside	Sudbury.	Shakespeare	“
Reach	Ontario.	Shannon	Algoma..
Reaume	Sudbury.	Sharpe	Nipissing.
Redditt	Kenora.	Shaw	Sudbury.
Reid	Sudbury.	Shawanaga	Parry Sound.
Revell	Kenora.	Sheard	Sudbury.
Reynolds	Sudbury.	Shedden	Algoma.
Richards	Renfrew.	Sheffield	Addington.
Richardson	Rainy River.	Sheguiandah	Manitoulin.

TOWNSHIPS IN ONTARIO—*Continued.*

Township.	County or District.
Shenstone	Rainy River.
Sheppard	Nipissing.
Sheraton	“
Sherborne	Haliburton.
Sherbrooke	Haldimand.
Sherbrooke, North	Lanark.
Sherbrooke, South	“
Sherring	Nipissing.
Sherwood	Renfrew.
Shields	Algoma.
Shillington	Nipissing.
Shuel	Algoma.
Sibley	Thunder Bay.
Sidney	Hastings.
Sifton	Rainy River.
Sisk	Nipissing.
Sinclair	Muskoka.
Skead	Nipissing.
Smellie	Kenora.
Smith	Peterborough.
Smyth	Nipissing.
Snider	Sudbury
Snowdon	Haliburton.
Sombra	Lambton.
Somerville	Victoria.
Sophiasburg	Prince Edward.
South Lorrain	Nipissing.
Southwold	Elgin.
Southworth	Kenora.
Speight	Nipissing.
Spence	Parry Sound.
Spohn	Rainy River.
Spragge	Algoma.
Springer	Nipissing.
Sproule	“
Stafford	Renfrew.
Stamford	Welland.
Stanhope	Haliburton.
Stanley	Huron.
Staunton	Algoma.
Steele	Nipissing.
Stephen	Huron.
Stephenson	Muskoka.
Stewart	Nipissing.
Stimson	“
Stisted	Muskoka.
Stobie	Nipissing.
Stock	“
Stoddard	Algoma.
Storrington	Frontenac.
Strange	Thunder Bay.
Strathcona	Nipissing.
Strathearn	Sudbury.
Strathy	Nipissing.
Stratton	“
Street	Sudbury.
Striker	Algoma.
Strong	Parry Sound.
Studholme	Algoma.
Stull	Nipissing.
Sullivan	Grey.
Sunnidale	Simcoe.
Sutherland	Rainy River.
Swanson	Sudbury.
Sweatman	Nipissing.
Sweeny	Sudbury.
Sydenham	Grey.
Sydere	Sudbury.
Tait	Rainy River.
Tarbutt	Algoma.
Tarentorus	“
Tay	Simcoe.
Taylor	Nipissing.
Tecumseth	Simcoe.
Teefy	Nipissing.
Teetzel	Sudbury.
Tehkummah	Manitoulin.
Telfer	Nipissing.
Temple	Kenora.
Tennyson	Algoma.
Thessalon	“
Thistle	Nipissing.
Thomas	“
Thompson	Algoma.
Thorah	Ontario.
Thorneloe	Sudbury.
Thorold	Welland.
Thurlow	Hastings.
Tilbury, North	Essex.
Tilbury, East	Kent.
Tilbury, West	Essex.
Tilley	Algoma.
Tilton	Sudbury.
Timmins	Nipissing.
Tiny	Simcoe.
Tisdale	Sudbury.
Torbolton	Carleton.
Toronto	Peel.
Toronto Gore	“
Torrance	Sudbury.
Torrington	Nipissing.
Tosorontio	Simcoe.
Totten	Sudbury.
Tovell	Rainy River.
Townsend	Norfolk.
Trafalgar	Halton.
Trethewey	Nipissing.
Trill	Sudbury.
Truax	Nipissing.
Tucker	Sudbury.
Tuckersmith	Huron.
Tudhope	Nipissing.
Tudor	Hastings.
Tully	Sudbury.
Tupper	Algoma.
Turnberry	Huron.
Turnbull	Sudbury.
Turner	Nipissing.
Tuscarora	Brant.
Tyendinaga	Hastings.
Tyrrell	Nipissing.
Umbach	Kenora.
Unwin	Sudbury.
Usborne	Huron.
Uxbridge	Ontario.
Valin	Nipissing.
Van Horne	Kenora.
Van Nostrand	Nipissing.
Van Hise	“
Vankoughnet	Algoma.
Vaughan	York.
Vernon	Sudbury.
Verulam	Victoria.
Vespra	Simcoe.
Victoria	Algoma.
Vogt	Nipissing.
Wabigoon	Kenora.
Wainfleet	Welland.

TOWNSHIPS IN ONTARIO—*Concluded.*

Township.	County or District.
Wainwright	Kenora.
Waldie	Sudbury.
Walker	Nipissing.
Wallace	Perth.
Wallbridge	Parry Sound.
Wallis	Nipissing.
Walpole	Haldimand.
Walsingham, North	Norfolk.
Walsingham, South	“
Warden	Nipissing.
Ware	Thunder Bay.
Wark	Sudbury.
Warwick	Lambton.
Waterloo	Waterloo.
Waters	Sudbury.
Watt	Muskoka.
Watten	Rainy River.
Wawanosh, East	Huron.
Wawanosh, West	“
Wellesley	Waterloo.
Wells	Algoma.
Wesley	Nipissing.
Westmeath	Renfrew.
Westminster	Middlesex.
Whitby	Ontario.
Whitby, East	“
Whitchurch	York.
White	Nipissing.
Whitesides	Sudbury.
Whitman	Algoma.
Whitney	Sudbury.
Whitson	Nipissing.
Wicklow	Hastings.
Widdifield	Nipissing.
Wilberforce	Renfrew.
Wilkes	Nipissing.
Wilkie	“
Willet	“
Williams, North	“
Williams, East	Middlesex.
Williams, West	“
Williamsburgh	Dundas.
Williamson	Sudbury.
Willison	Nipissing.
Willoughby	Welland.
Wilmot	Waterloo.
Wilson	Parry Sound.
Winchester	Dundas.
Windham	Norfolk.
Wisner	Sudbury.
Wolfe Island	Frontenac.
Wolford	Grenville.
Wollaston	Hastings.
Wood	Muskoka.
Woodhouse	Norfolk.
Woodyatt	Rainy River.
Woolwich	Waterloo.
Worthington	Rainy River.
Wylie	Renfrew.
Wyse	Nipissing.
Yarmouth	Elgin.
Yates	Nipissing.
Yonge	Leeds.
York	York.
Zealand	Kenora.
Zone	Kent.
Zorra, East	Oxford.
Zorra, West	“

TOWNSHIPS IN QUEBEC.

Abercrombie	Terrebonne.
Aberdeen	Pontiac.
Aberford	“
Acton	Bagot.
Addington	Ottawa.
Adstock	Beauce.
Aiguebelle	Abitibi and Pontiac.
Albanel	Lake St. John.
Albert	Saguenay.
Aldfield	Pontiac.
Allard	St. Maurice.
Alleyn	Pontiac.
Allumettes	“
Alton	Portneuf.
Amherst	Ottawa.
Angers	Bonaventure.
Angoulême	Maskinongé and Berthier.
Arago	L’Islet.
Archambault	Montcalm.
Arlens	Pontiac
Armagh	Bellechasse.
Armand	Témiscouata.
Arnaud	Saguenay.
Arthabaska	Arthabaska.
Arundel	Argenteuil.
Ascot	Sherbrooke.
Ashburton	Montmagny.
Ashford	L’Islet.
Ashuapmouchuan	Lake St. John.
Assemetquagan	Matane.
Aston	Nicolet.
Atwater	Pontiac.
Auckland	Compton.
Auclair	Temiscouata.
Aumond	Ottawa.
Awantjish	Matane.
Aylmer	Beauce.
Aylwin	Ottawa.
Babel	Saguenay.
Baby	Pontiac.
Bagot	Chicoutimi.
Baillargeon	Gaspé.
Barford	Stanstead.
Barnston	“
Baskatonge	Ottawa.
Basserode	Pontiac.
Baune	Saguenay.
Béarn	Abitibi.
Beaubien	L’Islet.
Beauclair	Abitibi,
Bédard	Rimouski.
Bégin	Chicoutimi.
Bégon	Témiscouata.
Bellcourt	Saguenay.
Belleau	St. Maurice.
Bellechasse	Bellechasse.
Bellecombe	Pontiac.

TOWNSHIPS IN QUEBEC—*Continued.*

Township.	County or District.
Béraud	Pontiac.
Beresford	Terrebonne.
Bergeronnes	Saguenay.
Berry	Abitibi.
Bersimis	Saguenay.
Bickerdike	Quebec.
Bienoourt	Rimouski.
Bigelow	Ottawa.
Bignell	Abitibi and Mistassini.
Bissot	Saguenay.
Blaiklock	Abitibi.
Blais	Matane.
Blake	Ottawa.
Blanche	Saguenay.
Blanchet	Gaspé.
Blanc-Sablon (archipelago)	Saguenay.
Blandford	Nicolet and Arthabaska.
Boileau	Chicoutimi.
Bois	Portneuf.
Boischatel	Abitibi and Pontiac.
Boisclair	Pontiac.
Boishébert	Saguenay.
Bolton	Brome.
Bonne-Espérance	Saguenay.
Booth	Pontiac.
Botsford	Témiscouata.
Boucher	Champlain.
Bouchette	Ottawa.
Bougainville	Saguenay.
Bourdages	Montmagny.
Bourget	Chicoutimi.
Bousquet	Pontiac.
Bouthillier	Ottawa.
Bowman	“
Boyer	“
Brandon	Berthier.
Brassard	“
Brebœuf	Chicoutimi.
Brest	Saguenay.
Bristol	Pontiac.
Brodeur	“
Brome	Brome.
Brompton	Richmond.
Brouague	Saguenay.
Broughton	Beauce.
Bryson	Pontiac.
Buckingham	Ottawa.
Buckland	Bellechasse.
Bulstrode	Arthabaska.
Bungay	Kamouraska.
Bury	Compton.
Cabano	Témiscouata.
Cabot	Matane.
Cadillac	Pontiac.
Caire	“
Callières	Charlevoix.
Calumet	Pontiac.
Cameron	Ottawa.
Campbell	“
Campeau	Pontiac.
Cannon	Saguenay.
Cap-Chat	Gaspé.
Cap-Rosier	“
Carignan	Champlain.
Carleton	Bonaventure.
Caron	Lake St. John.
Cartier	Joliette.
Casault	Matane.
Casgrain	L'Islet.
Causupscal	Matane.
Cathcart	Joliette.
Cauchon	Montmorency.
Cawood	Pontiac.
Caxton	St. Maurice.
Céry	Saugenay.
Chabert	Abitibi.
Chabot	Kamouraska.
Champigny	Chicoutimi.
Chapais	Kamouraska.
Chapleau	Maskinongé.
Charlevoix	Lake St. John.
Charnay	Saguenay.
Chatham	Argenteuil.
Chauveau	Charlevoix.
Chavigny	Portneuf.
Chenier	Rimouski.
Cherbourg	Matane.
Chertsey	Montcalm.
Chesham	Compton.
Chester, East	Arthabaska.
Chester, West	“
Chevalier	Saguenay.
Chichester	Pontiac.
Chicoutimi	Chicoutimi.
Chilton	Montcalm.
Christie	Gaspé.
Church	Pontiac.
Clapham	“
Clarendon	“
Clericy	“
Cleveland	Richmond.
Clifton	Compton.
Clinton	“
Clyde	Ottawa.
Coffin Island	Magdalen Islands.
Colbert	Portneuf.
Coleraine	Megantic.
Compton	Compton.
Cook	Saguenay.
Courcelles	Berthier.
Courville	Pontiac.
Cox	Bonaventure.
Cranbourne	Dorchester.
Crespieul	Lake St. John.
Daaquam	Bellechasse.
Dablon	Lake St. John.
Dalibaire	Matane.
Dalmas	Lake St. John.
Dalquier	Abitibi.
Dartigues	“
Dasserat	Abitibi and Pontiac.
Daudhébourg	Saguenay.
De Beaujeu	Gaspé.
De Calonnes	Maskinongé.
Dechene	Lake St. John.
De la Tour	Saguenay.
Delisle	Lake St. John.
De Maisonneuve	Berthier.
Demers	Témiscouata.
Demeules	Lake St. John.
De Monts	Saguenay.
Denholm	Ottawa.
Denonville	Témiscouata.
Denoue	Gaspé.

TOWNSHIPS IN QUEBEC—*Continued.*

Township.	County or District.
Dequen	Lake St. John.
Derry	Ottawa.
De Salaberry	Terrebonne.
De Sales	Charlevoix.
Desandrouins	Pontiac.
Desaulniers	St. Maurice.
Desmeloizes	Abitibi.
Desroberts	“
Destor	Abitibi and Pontiac.
Devlin	Abitibi.
Dionne	L'Islet.
Ditchfield	Beauce.
Ditton	Compton.
Dolbeau	Lake St. John.
Doncaster	Terrebonne
Dorion	Pontiac.
Dorset	Beauce.
Douglas	Gaspé.
Douglastown	“
Duberger	Abitibi and Mistassini.
Duchesnay	Gaspé.
Duchesneau	Saguenay.
Ducreux	Chicoutimi.
Dudley	Ottawa.
Dudswell	Wolfe.
Dufault	Pontiac.
Dufay	“
Dufferin	Lake St. John.
Dufresnoy	Pontiac.
Duhamel	Pontiac.
Dumas	Saguenay.
Dundee	Huntingdon.
Dunham	Missisquoi.
Duparquet	Abitibi.
Duprat	Abitibi and Pontiac.
Duquesne	Rimouski.
Durham	Drummond.
Durocher	Chicoutimi.
Duval	Saguenay.
Eardley	Ottawa.
Eaton	Compton.
Eddy	Pontiac.
Edwards	“
Egan	Ottawa.
Elgin	Huntingdon.
Ely	Shefford.
Emberton	Compton.
Escoumains	Saguenay.
Esher	Pontiac.
Estcourt	Témiscouata.
Fabre	Pontiac.
Falardeau	Chicoutimi.
Farnham East	Brome.
Farnham West	Missisquoi.
Ferland	Chicoutimi.
Figuery	Abitibi and Pontiac.
Fitzpatrick	Saguenay.
Flahault	Bonaventure.
Fleuriault	Rimouski.
Flynn	“
Forsyth	Beauce.
Fortin	Gaspé.
Fournier	L'Islet.
Fournière	Abitibi.
Fox	Gaspé.
Frampton	Dorchester.
Franklin	Huntingdon.
Gagnon	Ottawa.
Galt	Gaspé.
Garneau	L'Islet.
Garnier	Lake St. John.
Garthby	Wolfe.
Gaspé Bay, North	Gaspé.
Gaspé Bay, South	“
Gauthier	Berthier.
Gauvin	Mistassini.
Gayhurst	Beauce.
Gendreau	Pontiac.
Gendron	Quebec.
Gillies	Pontiac.
Girard	Lake St. John.
Godmanchester	Huntingdon.
Gore	Argenteuil.
Gosford	Portneuf.
Gouin	Joliette.
Goynish	Saguenay.
Granby	Shefford.
Grandison	Terrebonne.
Grantham	Drummond.
Gravel	Ottawa.
Grenier	Saguenay.
Grenville	Argenteuil.
Guérin	Pontiac.
Guigues	“
Guyenne	Abitibi.
Hackett	Champlain.
Halifax, North	Mégantic.
Halifax, South	“
Ham, North	Wolfe.
Ham, South	“
Hamilton	Bonaventure.
Hampden	Compton.
Harrington	Argenteuil.
Hartwell	Ottawa.
Harvey	Chicoutimi.
Hatley	Stanstead.
Havelock	Huntingdon.
Hébécourt	Abitibi.
Hébert	Chicoutimi.
Hemmingford	Huntingdon.
Hereford	Compton.
Hinchinbrook	Huntingdon.
Hincks	Ottawa.
Hocquart	Témiscouata.
Hope	Bonaventure.
Horton	Arthabaska.
Howard	Argenteuil.
Huddersfield	Pontiac.
Hull	Ottawa.
Humqui	Matane.
Hunterstown	Maskinongé.
Iberville	Saguenay.
Inverness	Megantic.
Ireland	“
Ixworth	Kamouraska.
Jersey	Beauce.
Jetté	Matane.
Joanne	Pontiac.
Jogues	Lake St. John.
Joliette	Berthier and Joliette.
Joly	Ottawa.
Jonquière	Chicoutimi.
Kaine	Mask

TOWNSHIPS IN QUEBEC—*Continued.*

Township.	County or District.
Kecarpoué (archipelago)	Saguenay.
Kegashka	"
Kenogami	Chicoutimi.
Kensington	Ottawa.
Kiamika	"
Kildare	Joliette.
Kilkenny	Montcalm-Terrebonne.
Kingsey	Drummond.
Labarre	Lake St. John.
Labelle	Ottawa.
Labrecque	Chicoutimi.
Labrosse	"
Lacoste	Saguenay.
Laflèche	"
Lafontaine	L'Islet.
Laforce	Gaspé.
Lagorgendière	Saguenay.
Lalande	"
Lallemant	Chicoutimi.
Lambton	Beauce.
LaMinerve	Ottawa.
LaMotte	Abitibi and Pontiac.
Langelier	Champlain.
Langevin	Dorchester.
Languedoc	Abitibi.
LaPause	Pontiac.
Lapeyrère	Champlain.
LaReine	Abitibi.
Larocque	Gaspé.
Lartigue	Chicoutimi.
Larue	Quebec.
La Salle	Portneuf.
La Sarre	Abitibi.
Laterrière	Chicoutimi.
Lathbury	Ottawa.
Latulippe	Pontiac.
Launay	"
Laure	Quebec.
Laurier	Champlain.
Laval	Saguenay.
Laviolette	Maskinongé.
Laverlochère	Pontiac.
Lavoie	Quebec.
Leeds	Megantic.
Le Gardeur	Saguenay.
Le Jeune	Champlain.
Lemoine	Abitibi.
Leneuf	Saguenay.
Lesage	Ottawa.
Leslie	Pontiac.
Letellier	Saguenay.
Leverrier	L'Islet.
Liénard	Saguenay.
Lingwick	Compton.
Linière	Beauce.
Litchfield	Pontiac.
Lochaber	Ottawa.
Loranger	"
Louise	Beauce.
Low	Ottawa.
Lussier	Montcalm.
Lynch	"
Lytton	Ottawa.
McCorkill	Abitibi.
McGill	Ottawa.
McKenzie	Abitibi.
McLachlin	Pontiac.
McNider	Matane.
McOuat	Abitibi.
Macpès	Rimouski.
Maddington	Nicolet.
Magog	Stanstead.
Mailloux	Bellechasse.
Major	Ottawa.
Malakoff	Pontiac.
Malartie	Abitibi.
Malbaie	Gaspé.
Malherbe	Lake St. John.
Malhiot	Champlain.
Manikuagan	Saguenay.
Maniwaki	Ottawa.
Mann	Bonaventure.
Manneville	Pontiac.
Mansfield	"
Marchand	Ottawa.
Maria	Bonaventure.
Marlow	Beauce.
Marmier	Portneuf.
Marsal	Saguenay.
Marston	Compton.
Masham	Ottawa.
Massé	Matane.
Masson	Maskinongé.
Matalik	Matane.
Matane	"
Matapedia	Bonaventure.
Mazenod	Pontiac.
Mekattina (archipel du Petit)	Saguenay.
Mekattina (archipel du Gros)	"
Mekinak	Champlain.
Melbourne	Richmond.
Mercier	Pontiac.
Mésy	Lake St. John.
Metabetchouan	"
Metgermette, North	Beauce.
Metgermette, South	"
Milnikek	Bonaventure.
Milton	Shefford.
Moisie	Saguenay.
Montanier	Pontiac.
Montauban	Portneuf.
Montbeillard	Pontiac.
Montbray	Abitibi.
Montcalm	Argenteuil.
Montesson	Saguenay.
Montigny	Ottawa.
Montminy	Montmagny.
Moreau	Ottawa.
Morin	Terrebonne.
Mortagne	Pontiac.
Mousseau	Montcalm.
Mulgrave	Ottawa.
Muskwaro	Saguenay.
Nabisipi (archipelago)	"
Natashkwan	"
Nantel	Montcalm.
Nedelec	Pontiac.
Neigette	Rimouski.
Nelson	Megantic.
Nemtaye	Matane.
New Carlisle	Bonaventure.
Newport	Gaspé.
Newport	Compton
New Richmond	Bonaventure.
Newton	Vaudreuil.
Normandin	Lake St. John.

TOWNSHIPS IN QUEBEC—*Continued.*

Township.	County or District.
Northfield	Ottawa.
Nouvelle	Bonaventure.
Obalski	Abitibi.
Onslow	Pontiac.
Orford	Sherbrooke.
O'Sullivan	Mistassini.
Otis	Chicoutimi.
Ouapitagon (archipelago)	Saguenay.
Ouiatchouan	Lake St. John.
Ouimet	Rimouski.
Packington	Témiscouata.
Painchaud	Kamouraska.
Palmarolle	Abitibi.
Panet	Montmagny.
Parent	Lake St. John.
Parke	Kamouraska.
Patapedia	Bonaventure.
Patton	Montmagny.
Pelletier	Lake St. John.
Percé	Gaspé.
Périgny	Chicoutimi.
Peterborough	Maskinongé and Berthier.
Petit	Lake St. John.
Peuvret	Saguenay.
Phélyppeaux	"
Pinault	Matane.
Plessis	Chicoutimi.
Pohenegamook	Kamouraska.
Polette	Champlain
Ponsonby	Ottawa.
Pontbriand	Lake St. John.
Pontefract	Pontiac.
Pontchartrain	Saguenay.
Pontgravé	"
Pontleroy	Pontiac.
Pope	Ottawa.
Port Daniel	Bonaventure.
Portland	Ottawa.
Portneuf	Saguenay.
Potton	Brome.
Poularies	Abitibi.
Preissac	Pontiac.
Preston	Ottawa.
Price	Beauce.
Privas	Abitibi.
Provost	Berthier.
Racine	Lake St. John.
Radnor	Champlain.
Rameau	Gaspé.
Raudot	Témiscouata.
Rawdon	Montcalm.
Rhodes	Quebec.
Richardson	Abitibi and Mistassini.
Richmond	Bonaventure.
Ripon	Ottawa.
Risborough	Beauce.
Ristigouche	Bonaventure.
Robertson	Ottawa.
Roberval	Lake St. John.
Robidoux	Bonaventure.
Robinson	Témiscouata.
Robitaille	"
Rochemonteix	Saguenay.
Rochon	Ottawa.
Rocmont	Portneuf.
Rolette	Montmagny.
Romieu	Matane.
Roquemaure	Abitibi.
Ross	Lake St. John.
Rouillard	Témiscouata.
Roux	Bellechasse.
Rouyn	Pontiac.
Roxton	Shefford.
Roy	Abitibi.
Royal-Roussillon	"
Royer	Saguenay.
Sagard	"
Saguenay	"
St. Augustin (archipelago)	"
St. Camille	Wolfe.
St. Denis	Matane.
St. Germain	Chicoutimi.
St. Hilaire	Lake St. John.
St. Jean	Chicoutimi.
Ste. Marie (archipelago)	Saguenay.
St. Vincent	"
Scott	Abitibi.
Settrington	Charlevoix.
Shawenegan	St. Maurice.
Sheen	Pontiac.
Shefford	Shefford.
Shehyn	Pontiac.
Shenley	Beauce.
Sherrington	Laprairie and Napierville.
Shipton	Richmond.
Sicotte	Ottawa.
Signai	Lake St. John.
Simard	Chicoutimi.
Simon	"
Simpson	Drummond and Arthabaska.
Somerset	Megantic.
Spalding	Beauce.
Stanbridge	Missisquoi.
Standon	Dorchester.
Stanfold	Arthabaska.
Stanstead	Stanstead.
Stoke	Richmond.
Stoneham	Quebec.
Stratford	Wolfe.
Stukely	Shefford.
Suffolk	Ottawa.
Suriman	Pontiac.
Sutton	Brome.
Sydenham, North	Gaspé.
Sydenham, South	"
Tabaret	Pontiac.
Taché	Chicoutimi.
Tadoussac	Saguenay.
Taillon	Lake St. John.
Talon	Montmagny.
Tanguay	Lake St. John.
Taschereau	Gaspé.
Templeton	Ottawa.
Tessier	Matane.
Tewkesbury	Quebec.
Thetford	Megantic.
Thorne	Pontiac.
Tingwick	Arthabaska.
Tonti	Portneuf.
Tourelle	Gaspé.
Tourouvre	Champlain.
Tracy	Berthier.
Trécesson	Abitibi and Pontiac.

TOWNSHIPS IN QUEBEC—*Concluded.*

Townships.	County or District.
Tremblay	Chicoutimi.
Tring	Beauce.
Trudel	Quebec.
Turcotte	Champlain.
Turgeon	Ottawa.
Upton	Yamaska.
Valliere	Champlain.
Vaudray	Pontiac.
Vieux Fort (archipelago)	Saguenay.
Viger	Temiscouata.
Villemontel	Pontiac.
Villeneuve	Ottawa.
Wabassee	“
Wakefield	“
Waltham	Pontiac.
Ware	Dorchester.
Warwick	Arthabaska.
Washicoutai (archipelago)	Saguenay.
Watford	Dorchester.
Weedon	Wolfe.
Weir	Bonaventure.

Townships.	County or District.
Wells	Ottawa.
Wendover	Drummond.
Wentworth	Argenteuil.
Westbury	Compton.
Wexford	Terrebonne and Montcalm.
Weymontachingue	Champlain.
Whitton	Compton.
Whitworth	Témiscouata.
Wickham	Drummond.
Windsor	Richmond.
Winslow	Compton.
Woburn	Beauce.
Wolfe	Terrebonne.
Wolfestown	Wolfe.
Woodbridge	Kamouraska.
Wotton	Wolfe.
Wright	Ottawa.
Wurtele	“
York	Gaspé.

TOWNSHIPS IN NOVA SCOTIA.

Amherst	Cumberland.
Annapolis	Annapolis.
Argyle	Yarmouth.
Arisaig	Antigonish.
Aylesford	Kings.
Barrington	Shelburne.
Boularderie (island)	Cape Breton.
Chester	Lunenburg.
Clare	Digby.
Clements	Annapolis.
Cornwallis	Kings.
Dartmouth	Halifax.
Digby	Digby.
Digby Neck	“
Dorchester	Antigonish.
Douglas	Hants.
Economy	Colchester.
Egerton	Pictou.
Falmouth	Hants.
Granville	Annapolis.
Guysborough	Guysborough.
Guysborough	Queens.
Horton	Kings.
Halifax	Halifax.
Hillsborough	Digby.
Kempt	Hants.
Kemptown	Colchester.
Liverpool	Queens.
Londonderry	Colchester.
Long Island	Digby.
Lunenburg	Lunenburg.
Louisburg	Cape Breton.
Maitland	Hants.
Manchester	Guysborough.

Maxwellton	Pictou.
Milford	Guysborough.
Mira	Cape Breton.
Morristown	Antigonish.
New Dublin	Lunenburg.
Newport	Hants.
Oldham	Halifax.
Onslow	Colchester.
Pictou	Pictou.
Preston	Halifax.
Rawdon	Hants.
Sackville	Halifax.
St. Andrews	Antigonish.
St. Andrews	Cape Breton.
St. Josephs	Antigonish.
St. Marys	Guysborough.
Shelburne	Shelburne.
Shubenacadie	Hants.
Stewiacke	Colchester.
Stirling	“
Stormont	Guysborough.
Sydney	Cape Breton.
Tangier	Halifax.
Tatamagouche	Colchester.
Tracadie	Antigonish.
Truro	Colchester.
Uniacke	Hants.
Walton	“
Wilmot	Annapolis.
Wilmot	Guysborough.
Windsor	Hants.
Weymouth	Digby.
Yarmouth	Yarmouth.

PARISHES IN NEW BRUNSWICK.

Aberdeen	Carleton.
Acadieville	Kent.
Addington	Restigouche.
Alma	Albert.
Alnwick	Northumberland.
Andover	Victoria.
Balmoral	Restigouche.

Bathurst	Gloucester.
Beresford	“
Blackville	Northumberland.
Blissfield	“
Blissville	Sunbury.
Botsford	Westmorland.
Bright	York.

PARISHES IN NEW BRUNSWICK—*Concluded.*

Parish.	County.
Brighton	Carleton.
Brunswick	Queens.
Burton	Sudbury.
Cambridge	Queens.
Campobello	Charlotte.
Canning	“
Canterbury	York.
Caraquet	Gloucester.
Cardwell	Kings.
Carleton	Kent.
Chatham	Northumberland.
Chipman	Kings.
Clarendon	Charlotte.
Clair	Victoria.
Cloverdale	Albert.
Colborne	Restigouche.
Dalhousie	“
Derby	Northumberland.
Dorchester	Westmorland.
Douglas	York.
Drummond	Victoria.
Dufferin	Charlotte.
Dumbarton	“
Dumfries	York.
Dundas	Kent.
Durham	Restigouche.
Eldon	“
Elgin	Albert.
Gagetown	Queens.
Gladstone	Sunbury.
Glenelg	Northumberland.
Gordon	Victoria.
Grand Falls	“
Grand Manan	Charlotte.
Greenwich	Kings.
Hammond	“
Hampstead	Queens.
Hampton	Kings.
Harcourt	Kent.
Hardwicke	Northumberland.
Harvey	Albert.
Havelock	Kings.
Hillsborough	“
Hopewell	“
Huskisson	Kent.
Inkerman	Gloucester.
Johnston	Queens.
Kars	Kings.
Kent	Carleton.
Kingsclear	York.
Kingston	Kings.
Lancaster	St. John.
Lepreau	Charlotte.
Lincoln	Sunbury.
Lorne	Victoria.
Ludlow	Northumberland.
McAdam	York.
Madawaska	Madawaska.
Manners Sutton	York.
Maugerville	Sunbury.
Moncton	Westmorland.
Musquash	St. John.
Nelson	Northumberland.
New Bandon	Gloucester.
Newcastle	Northumberland.
New Maryland	York.
Northampton	Carleton.
Northesk	Northumberland.
Northfield	Sunbury.
North Lake	York.
Norton	Kings.
Paquetville	Gloucester.
Peel	Carleton.
Penfield	Charlotte.
Perth	Victoria.
Petersville	Queens.
Prince William	York.
Queensbury	“
Richibucto	Kent.
Richmond	Carleton.
Rogersville	Northumberland.
Rothesay	Kings.
St. Andrews	Charlotte.
St. Anns	Madawaska.
St. Basil	“
St. Croix	Charlotte.
St. David	“
St. Francis	Madawaska.
St. George	Charlotte.
St. Hilaire	Madawaska.
St. Isidore	Gloucester.
St. Jacques	Madawaska.
St. James	Charlotte.
St. Leonard	Madawaska.
St. Louis	Kent.
St. Martins	St. John.
St. Mary	Kent.
St. Marys	York.
St. Patrick	Charlotte.
St. Paul	Kent.
St. Stephen	Charlotte.
Sackville	Westmorland.
Salisbury	“
Saumarez	Gloucester.
Sheffield	Sunbury.
Shediac	Westmorland.
Shippigan	Gloucester.
Simonds	St. John.
Simonds	Carleton.
Southampton	York.
Southesk	Northumberland.
Springfield	Kings.
Stanley	York.
Studholm	Kings.
Sussex	“
Upham	“
Wakefield	Carleton.
Waterboro	Queens.
Waterford	Kings.
Weldford	Kent.
Wellington	“
Westfield	Kings.
West Isles	Charlotte.
Westmorland	Westmorland.
Wickham	Queens.
Wicklow	Carleton.
Wilmot	“
Woodstock	“

NINTH REPORT

OF THE

GEOGRAPHIC BOARD OF CANADA

1910

PART II

PLACE-NAMES IN QUEBEC

BY

JAMES WHITE, F.R.S.C., F.R.G.S.

Secretary, Commission of Conservation

INTRODUCTION

When Chief Geographer of the Department of the Interior, the writer was impressed with the desirability of a compilation of the derivations of the Place-Names of the Dominion, and, in 1905, made a beginning by sending out circulars to each postmaster in Canada. While much valuable material was obtained, the results were, in many respects, disappointingly inadequate. Many circulars were unanswered, and many were returned with information not germane to the enquiry.

To arrive at anything like an adequate knowledge of the subject it was necessary to make a study of the literature bearing on the subject. In a general way this, in Eastern Canada, included Dominion, Provincial and local histories and other works of a similar nature. In Western Canada, in addition to the foregoing, much information was obtained from works of exploration and travel in western and northern Canada.

So far as Quebec is concerned, it has not been deemed necessary to enumerate in a bibliography the various works consulted, but, where much information has been received from specific sources, as in the cases mentioned below, special notice is due. In Quebec, in addition to the postmasters, circulars were sent to the priests of the country parishes and much interesting material was thus obtained.

Thanks are due to Mr. E. E. Tache, Deputy Minister of the Department of Lands and Forests, Quebec, for verifying and correcting the derivations of the names of townships and counties and to the numerous correspondents who have so kindly responded to requests for information. Much information has been derived from Roy's "Noms Geographiques de la Province de Quebec," and Robillard's "Noms Sauvages," though much of the information contained herein was obtained independently and prior to the publication of these works.

Much difficulty has been encountered in connection with Indian names, many authorities quoted by Rouillard giving a Montagnais or Cree derivation for an Abnaki name or a Cree derivation for a Montagnais word. While there are many Cree words that resemble the same word in other Algonquin dialects, say Montagnais, there are so many differences that this method of arriving at a derivation is practically valueless.

In compiling this work, the writer has endeavoured to avoid the Scylla of diffuseness and the Charybdis of excessive brevity, preferring to err, if at all, on the side of the latter, particularly as, later, it is proposed to supplement it with a study of the older names from a historical·point of view.

Where two or more names have a common derivation, the spacing between the names is omitted.

ADDENDA

Alouette; point, St. Lawrence river, Saguenay; named by Champlain (?) presumably because frequented by larks (alouettes).

Bureauville; settlement, Compton; after Hon. J. O. Bureau, Provincial Secretary in the Macdonald-Sicotte ministry.

Burtonville; settlement, St. Johns; after General Christie Burton.

Catsenogamau; river, Saguenay; from the Montagnais name *katshiwakamits*, "long river."

Cawashagamits; lake, Saguenay; Indian name, signifying, "clear lake."

Channay; settlement, Compton; after Channay, Indre-et-Loire, France.

Chartierville; village, Compton; after Abbé J. B. Chartier who, in 1870, assisted in founding the settlement.

Cheval; island, Vercheres; because the seigniors pastured horses on it.

Christies Manor; settlement, Missisquoi; after Gabriel Christie.

Cimon; township, Chicoutimi; after Simon Xavier Cimon, M.P. for Charlevoix, 1867–72.

Clarenceville; village, Missisquoi; after H. R. H. Prince William Henry, Duke of Clarence, later, King William IV; he visited Canada in 1787.

Cook Corner; settlement, Missisquoi; after the first settler.

Des Maures; seigniory, Portneuf; Sept. 8, 1647, Montmagny conceded it to Jean Juchereau, Sieur de Maur.

Headville; settlement, Drummond; probably after Sir Francis Bond Head, Lieutenant Governor of Upper Canada, 1837. Or, Sir Edmund Walker Head, Governor General of Canada, 1854–61.

Kempt; lake, St. Maurice river, St. Maurice; after Sir James Kempt.

Kings Posts; Saguenay and Lake St. John districts; during the French regimé it was designated "Domaine du Roi" and was leased to the Compagnie des Postes du Roi; under the British, it was leased to the North West Company, Montreal.

Laborde; settlement, Champlain; after the Sieur de Laborde, the first inhabitant; d. 1790.

Lac-a-la-Tortue; village, Champlain; probably because contained many mud-turtles; or, because shaped like a turtle (tortue).

La Tabatiere; post office, Saguenay; supposed to be a corruption of *tapatienne*, medicine man; he is consulted by the Indians before undertaking a journey, etc.

Lessay; point, Quebec; possibly after pointe de Lessay, near Coutances, France.

Lichepain; settlement, Kamouraska; descriptive of the poverty of the first settlers.

Madawaska; river, Temiscouata; Indian name signifying, "porcupine."

Maillet; island, Berthier; after one of its proprietors; commonly called "ile aux Cochons."

Naskaupi; river, Saguenay; after the Naskaupi Indians, the most northeasterly of the Algonquin tribes occupying the elevated interior of Quebec and Ungava. The name is a term of reproach applied by the Montgnais. They call themselves Nanéot, "true, real men." Ounescapi (Bellin, 1755); Naskapis (Hocquart, 1733); Unescapis (La Tour, 1779).

Notre-Dame-de-Pont-Main; post office, Ottawa; after a pilgrimage of the same name in France.

Ottawa; river, western Quebec; from *adawe*, "to trade," "to buy and sell," a term common to the Cree, Algonkin, Nipissing, Montagnais, Ottawa and Chippewa, and applied to the Ottawa because in early traditional times, and also during the historical period, they were noted among their neighbours as intertribal traders and barterers.

In 1615, Champlain met, at the mouth of French river, Georgian bay, 300 men of a tribe which, he said, "we call *les cheveux relevez*"—the Standing Hair nation. In 1616, he visited the "Cheveux Relevez" (Ottawas), living westward of the Hurons.

In the Jesuit Relation for 1667, Father le Mercier says that the Ottawas (Outaoüacs) claimed that the great river (Ottawa) belonged to them and that no other nation might navigate it without their consent. It was for this reason that, although very different in nationality, all those who descended the river to trade with the French have the name 'Ottawa' under whose auspices the journey was undertaken.

At the present time there are Ottawas on Walpole island, in lake St. Clair, on Manitoulin and Cockburn islands and shores of Georgian bay.

Other forms of the tribal name are:—Ahtawwah, Atawawas, Atowas, Attawas, Attawawas, Oadauwaus, Odahwah, Odawas, Ondataouatouat, Ondoütaoüaheronnon, Ontaonatz, Otahas, Otaoas, Otaoüaks, Otaous, Otauas, Otawa, Otawas, Otawawas, Otoways, Ottah-wah, Ottaouais, Ottawacks, Ottawagas, Ottowaies, Ottawawa, Ottewas, Ottowaus, Outaouax, Outawais and some hundred and fifty others.

Ottawa; county.

Penouïl; bay, Gaspe; descriptive; named by Basque fishermen; in Basque, *penouil* signifies "peninsula."

Pères; bay, lake Timiskaming, Pontiac; the priests of the Oblat order built a monastry and church on the shores of the bay.

Plaisance; village, Ottawa; descriptive of the beauty of the site; a number of villages in France bear this name.

Point Fortune; village and point, Vaudreuil; after William Fortune, who, about 1800, settled on the point and obtained a concession of 2,200 acres in Chatham township.

Prairies; river and **Riviere-des-Prairies**, village, Laval; after a Frenchman named des Prairies who, about 1640, ascended this branch of the Ottawa.

Rochville; village, St. Hyacinthe; after the seigniory of St. Roch de St. Ours.

Roxan; township, Montcalm; after Maj. Gen. Roxan, sometime Commander of the forces in Quebec.

St. Anselme; village, Dorchester; adjoins the parish of St. Henri; St. Anselme was persecuted by King Henry.

Ste. Catharine; village, Portneuf; after Catharine Nau de Fossembault, mother of the first seignior of Fossembault, Alexandre Peuvret, sieur de Gaudarville.

Ste. Claire; village, Dorchester; after Claire François Bissot, wife of Jolliet, the famous explorer.

St. David d'Yamaska; village, Yamaska; after the first settler.

St. Eleuthère; village, Kamouraska; it was cut off St. Denis; St. Eluthère and St. Denis suffered martyrdom at the same time.

Ste. Genevieve-de-Batiscan; village, Batiscan; as the first settlers came from the environs of Paris, they named it after the patron saint of Paris.

St. Jean-Chrysostôme-de-Levis; village, Levis; after the seignor, Sir John Caldwell, who had contributed to the new church.

St. Jean-de-Dieu; village, Temiscouata; after Mgr. Jean Langevin, first R. C. Bishop of Rimouski.

St. Jean-d'Orleans; village, Montmorency; after Jean de Lauzon, son of Governor General de Lauzon.

St. Jean-Port-Joli; fief and village, L'Islet; from the beauty of the surroundings.

St. Ludger; village, Beauce; after Ludger Têtu, friend of the first missionary, M. Samuel Garon.

Ste. Marguerite; river, Saguenay; discovered and named by Champlain, July 20, 1603, Ste. Marguerite's day.

St. Paul-de-la-Croix; village, Temiscouata; because this saint was canonised about the date of the foundation of the parish.

St. Pierre-Baptiste; village, Megantic.

St. Placide; village, Two Mountains; St. Placide was cut off St. Benoit; Placide visited St. Benoit in the desert of Subiaco.

St. Zachaire; village, Dorchester; after Père Zacharie Lacasse, first incumbent of the parish.

Thérien; lake, Ottawa; after M. Thérien, chaplain of the Reformatory school, Montreal.

Zouaves; lake, Ottawa; named by M. de Montigny Montreal, after the Canadian Zouaves who served in the Papal army.

PART II

PLACE-NAMES IN QUEBEC

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Abatagush; bay, south end of lake Mistassini; Montagnais name meaning "narrow wooded passage."

Abbott Corner; post village, Missisquoi; after Dr. Jonas Abbott. an early settler.

Abbottsford; post village, Rouville; after the Rev. Joseph Abbott (1789-1863) father of Hon. Sir J. J. C. Abbott, Prime Minister of Canada, 1891-92; first Anglican incumbent of St. Andrews Que.; emigrated to this country from England in 1818.

Abenakis; post village, Dorchester; Wâbunàki, from *wâbûn*, a term associated with "light" and refers to the morning and the east; *aki*, "earth, land"; hence, name signifies "east-land"; correctly, "Abnakis," a name used by English and French to designate an Algonquian confederacy inhabiting present state of Maine and adjoining portions of present Quebec and New Brunswick. The tribe, in Canada, occupies small reserves at St. Francis and Bécancour, Que., and, under the name of Maliseets, occupy several villages in western New Brunswick. Other forms; Abanakees, Abanakis, Abanaquis, Abanaquois, Abenaquis, Abenaka, Abenakes, Abenakias, Abenakiss, Abenakkis, Abenaques, Abenaquioicts, Abenaquiois, Abenaquione, Abenaquis, Abenatie, Abenequas, Abenquois, Abernaquis, Abinaqui, Abinohkie, Abnakis, Abnaquies, Abnaquiois, Abnaquis, Abnaquois, Abnaquotii, Abnasque, Abenekais, Abonakies, Abonnekee, Albenaquione, Albenaquis.

Abenakis Springs; post village, Yamaska; from the saline springs at this point. *See* Abenakis.

Abercorn; post village, Brome; after James, 2nd Marquess and 1st Duke of Abercorn (1811–85); named by Jas. M. Ferris, about 1851; title taken from Abercorn village, Linlithgowshire, Scot., which from *aber*, a confluence of waters and the Cornar burn (formerly Cornac) "at the mouth of the Cornac" (or Cornar).

Abercrombie; township, Terrebonne; after General Sir Ralph Abercromby (1734–1801) 'the general who shares with Sir John Moore, the credit of renewing the ancient discipline and military reputation of the British soldier'; Cornet, 1756; Lieutenant, 1760; Captain, 1762; Major, 1770; Lt.-Colonel, 1773; distinguished himself in Flanders, 1793–94; K.C.B., 1795; captured St. Lucia and Trinidad, W.I., 1796; won a complete victory at Alexandria, but was fatally wounded, March 21, 1801: probably, also after his sons, Gen. Sir John Abercrombie (1772-1817), and Col. Alex. Abercrombie (1784-1853) who distinguished themselves in India and in the Peninsula, respectively.

Aberdeen; township, Pontiac; after Aberdeen city and county, Scot., which from Cymro-Celtic *aber* a confluence of waters and *don*—"at the mouth of the Don." Possibly after George Gordon (afterwards, Hamilton-Gordon) 4th Earl of Aberdeen (1784-1860); Ambassador to Austria, 1813; signed the treaty of Paris, 1814; Secretary of State for Foreign Affairs, 1828–30 and 1841–46; Prime Minister, 1852–55.

Aberford; township. Pontiac; after Aberford, village, Yorkshire, Eng. (See Abercorn).

Abitibi; district and lake, northwestern Quebec; *abita*, middle; *bi*, a state or condition, here referring to water; *g*, locative; hence, "half-way water" referring to the situation of the lake, half-way to James bay; name applied by the French to an Algonkin band residing on the shores of the lake, first noted in the Jesuit Relation for 1640. Also Abbetikis, Abbitibbes, Abitibis, Abittibbes, Abittibis, Outabitibek, Outabytibis, Outatibes, Tabitibis, Tabillibis, Tabillikis and Tabitibis.

Achigan; river, L'Assomption and Terrebonne; from *ashegun*, Indian name of the small-mouthed black bass.

Achigan; lake, Terrebonne.

Acton; township, Bagot; after one of the 9 Actons in England, which from *acer-ton*, "oak-town."

Actonvale; town, Bagot.

Adamsville; post village, Brome; after George Adams, first postmaster, a trader and mill-owner.

Addington; township, Ottawa; after Henry Addington, 1st Viscount Sidmouth (1757–1844); elected M.P. for Devizes, 1783; Speaker of Commons, 1789–1801; Premier and Chancellor of the Exchequer, 1801–04; President of the Council, 1805, 1806–07 and 1812; Home Secretary, 1812-22; *cr.* Vis. Sidmouth, 1805.

Adstock; township, and village, Beauce; after Adstock, parish, Buckingham, Eng., which from Anglo-Saxon, *aet*, at and *stoc*, a stockaded place, meaning "at a stockaded place."

Agnes; village, Beauce; after Baroness Macdonald *née* Susan Agnes Barnard, wife of Sir John A. Macdonald; formerly Morinville after Dominique Morin, the first settler; changed to Agnes in honour of Lady Macdonald.

Agotawekami; lake, south east of Abitibi lake, Abitibi; Indian (Algonquin) name, meaning "where they set snares for hares."

Agwanish; post office and river, Saguenay; Père Lemoine says, from the Montagnais *eikuanenanuts* meaning "place where they unload." Roy gives derivation from same word but says that it means "a poor place" (which has few resources).

Agwanus; river, long 60° W., Saguenay. See Agwanish.

Ahuntsic; village, Hochelaga; after Ahuntsic, an Indian convert who was drowned with Rev. Nicolas Viel at Sault au Récollet, 1625.

Aigle; cape, Charlevoix; named by Champlain after the eagles seen there. See Cap-à-l'Aigle.

Aiguebelle; township, Pontiac, and Abitibi; after d'Aiguebelle, capitaine des grenadiers, regiment Languedoc (*q.v.*) New France.

Akautago; river, Eastmain river, Mistassini; Montagnais Indian name, *akautagan*, "difficult to navigate."

Alain; post office, Bonaventure; after Juvénal Alain, postmaster.

Alaindale; post office, Lotbinière; after Major Alain Chartier de Lotbinière, R.E., son of Sir Henri Joly de Lotbinière.

Albanel; township and post office, Lake St. John; after Rev. Father Charles Albanel, Jesuit missionary; the first white man to reach Hudson bay from Canada—in 1672.
Albanel; lake, Mistassini; formerly lake Mistassinis.

Albert; township, Saguenay; after H.R.H. Prince Albert, The Prince Consort, Prince of Saxe Coburg and Gotha (1819–61) 2nd son of Ernest I, Duke of Saxe Coburg and Gotha; m. Queen Victoria, 1840.
Albert Mines; post office, Sherbrooke.

Aldfield; township, Pontiac; after Aldfield, parish, Yorkshire, Eng., which from Anglo-Saxon, meaning "old field."

Allan Corner; post village, Chateauguay; after William Allan (1814–1904) merchant.

Allard; post office, Bonaventure; after one of the first settlers.

Allard; township, Ottawa; after Hon. Jules Allard, Minister of Lands and Forests, Quebec.

Allen; brook, Chateauguay; after James Allen who, about 1815, built a small mill on it.

Allet; lake, Ottawa; after Col. Allet.

Alleyn; township, Pontiac; after Hon. Charles Alleyn, b. 1817; Commissioner of Public Works, 1857; Provincial Secretary, 1858.

Allumettes; island and township, Pontiac; French word, meaning "matches"; after the reeds that grow on the island and which, in early days, were used for matches.

Alma; island, Saguenay river, Lake St. John; after the battle of Alma, 1854; news of the victory was received in Canada when this island was being surveyed.

Alton; township, Portneuf; after Alton, town, Hants, Eng.

Alva; post office, Brome; after Alva farm, property of the Hon. Sydney Fisher, Minister of Agriculture.

Amherst; island, Magdalen islands, Gaspe; after Jeffrey, Lord Amherst (1717-97), an English Field Marshal, served in the attack on Louisburg, 1758, at Ticonderoga, 1759, and at Montreal, 1760; Governor General of British North America, 1761; Commander-in-chief of the army, 1793; Field Marshal, 1796.
Amherst Island; post office, Magdalen islands.
Amherst; township, Ottawa.

Amqui; post village, Matane; from the Micmac Indian name "*amgoig*" meaning "place of amusement." (Father Pacifique.)
Amqui; lake and river and Humqui, township, Matane.

Ancienne-Lorette; parish and post village, Quebec; Lorette, the name given to the parish by Père Chaumonot, a Jesuit father, "in remembrance of a favour granted him by the Virgin, in Lorette chapel," Italy. The Jesuits lived here from 1673-98; in 1698, they removed with the Hurons to Jeune-Lorette, the "Ancienne" distinguishing this as the first Lorette.

Andousegemi; lake, tributary to Upper Ottawa river, Pontiac; Indian name meaning "lake where they march."

Angers; post office and parish, Ottawa; named in recognition of the work in this parish, of a missionary who was born in Angers, France.

Angers; township, Bonaventure; after Hon. Auguste Réal Angers, Lieutenant-Governor of Quebec, 1887-92.

Anglais; point, Saguenay; after the shipwreck of part of Admiral Walker's fleet.

Angoulême; township, Maskinonge; after Angoulême, capital of the department of Charente, France and the ancient capital of Angoumois.

Anticosti; island, gulf of St. Lawrence; corruption of Indian name *naticousti* or *naticousta* or *natiscotec* or *natiscotic*, "the hunting ground of the bear"; given in one of Champlain's maps as Antiscoty; called "Assumption" by Cartier, 1535 and Ascension isle by Jean Alphonse, 1542.

Anwatan; lake, Ottawa river, Pontiac; from

Indian, *awaton* "to transport in a cart or waggon," or, *awakan* "a slave"; probably the former.

Apple; island, Temiscouata; after a species of wild fruit from a creeping plant; found in abundance here, and sometimes called by the French, pommes de terre.

Apple Grove; post office, Stanstead; from the quantity of apples grown in the vicinity.

Arago; township, L'Islet; after Dominique François Arago (1786-1853), a French physicist and astronomer, noted especially for his experiments and discoveries in magnetism and optics and for his skill as a popular expounder of scientific facts and theories; was appointed chief director of the Paris observatory and perpetual secretary of the Academy in 1830; member of the Provisional Government in 1848.

Archambault; township and lake, Montcalm: after Louis Archambault, Minister of Public Works, Quebec, in the Chauveau administration.

Arcouil; point, Gaspe; after Arcouil, a Jersey fisherman, who made several voyages to this coast.

Argentenay; fief, island of Orleans; conceded July 23, 1652, to Louis d'Ailleboust, seignior of Coulonge and Governor of New France, 1648-51; named after a village in d'Ailleboust's native province, Champagne, France.
Argentenay; point, island of Orleans and village, Pelletier, Chicoutimi.

Argenteuil; seigniory, Argenteuil; conceded to Charles Joseph d'Ailleboust by Frontenac, June 15, 1682; sold by him to his son Pierre d'Ailleboustd'Argenteuil, in 1697. Named after Argenteuil, town, Ile-de-France, France.
Argenteuil; county.

Arlens; township, Pontiac; after Capt. d'Arlens, regiment de Guyenne (*q.v.*) New France.

Armagh; township and post village, Bellechasse and Montmagny; after Armagh, town and county, Ireland, which from *Ardmacha*, "Macha's height."

Armand; township and post office, Temiscouata; after Hon. Jos. F. Armand, M.L.C., prior to Confederation; Senator for Repentigny, from 1867 until his death, 1903.

Armstrong; post office, Beauce; after William Armstrong, postmaster.

Arnaud; township, Saguenay; after Rev. Father Arnaud, O.M.I., during last fifty years missionary with Father Babel, to the Indians of north shore of gulf of St. Lawrence.

Arnold; river, lake Megantic, Megantic; after the American general, Benedict Arnold, who, when on his way to besiege Quebec, 1775, passed through it with part of his command.

Arôsen; island, Ottawa river, Ottawa; said to be an Indian word meaning "squirrel."

Arthabaska; county; Algonquin word meaning "place where there are reeds."
Arthabaska; town and township, Arthabaska.

Arundel; township and post village, Argenteuil; probably after Henry, 8th Lord Arundel of Wardour (1740-1808); succeeded to the title in 1756. Or, after Arundel, parish, Sussex, Eng., which, from its position on the Arun river, originally Arun-dell.

Asbestos; post village, Richmond; after the mineral, asbestos, found in the vicinity.

Ascot; township, Sherbrooke; after Ascot, village, Berkshire, Eng., celebrated in connection with the races held there annually.
Ascot Corner; post village, Sherbrooke,

Ashburton; township, Montmagny; after John Dunning, 1st Baron Ashburton (1731–83) Solicitor-General, 1767-70; created Baron Ashburton, 1782; took part in the debate on Quebec Act, 1774; appointed Chancellor of the Duchy of Lancaster, 1782.

Ashford; township, L'Islet; probably after Baron Ashford, one of the titles of William Charles Keppel, 16th Earl of Albemarle (1724-1749). Or, after one of the five Ashfords in England.

Ashogan; lake, Godbout river, Saguenay; Indian (Montagnais) name, meaning "the crupper."

Ashuanipi; lake, Ashuanipi river, Ashuanipi; Indian name meaning "lake with two outlets."
Ashuanipi; district.
Ashuanipi; river, Ashuanipi.

Ashuapmuchuan; township, lake and river, Lake St. John; Indian name meaning "where we watch the deer."

Askitichi; lake, Ashwapmuchuan river, Lake St. John; from Indian name, signifying "rocky lake."

Assemetkwagan; river, township and post office, Bonaventure; Pere Pacifique says it is a Micmac word signifying "a river that turns on itself."

Aston; township and Aston Junction, post village, Nicolet; after one of the numerous Astons, England.

Athelstan; post village, Huntingdon; after Athelstaneford, village, Haddington, Scotland.

Atik; river, tributary of the Migiskan, Abitibi; Indian word, *atik*, "deer," "caribou."

Attikamagen; lake, Saguenay; Indian word meaning "deer-spear."

Attikonak; lake and river, Ashuanipi; from Indian name, *atikameck*, "whitefish."

Atwater; township, Pontiac; after A. W. Atwater, advocate, Montreal, Provincial Treasurer, Quebec, 1896.

Aubert-de-l'Isle; seigniory, Beauce; after Sieur Gabriel Aubin de l'Isle, to whom it was granted by Beauharnois and Hocquart, Sept. 24, 1736.

Aubert-Gallion; seigniory and post office, Beauce; after Dame Thérèse de la Lande Gayon, widow of François Aubert; granted by Beauharnois and Hocquart, Sept. 24, 1736.

Auckland; township, Compton; after William Eden, 1st Lord Aukland, (1744–1814) one of the Commissioners sent to America, 1778; was employed to negotiate a commercial treaty and other agreements with France, 1785–87; created Baron Auckland, 1789. Or, after Auckland, village, Durham, Eng.

AUCLAIR; township, Temiscouata; after Rev. Etienne Auclair Desnoyers, Récollet, who conducted the missions at Trois-Pistoles, Ile Verte, Cacouna and Rimouski, from 1729–69.

AUDHEBOURG; township, Saguenay; after M. Volant d'Audhebourg, one of the representatives of François Bissot de la Rivière.

AUMOND; lake, Pontiac; after late Joseph Aumond, lumber merchant.
AUMOND; township, Ottawa.

AURIGNY; post office, Gaspe; after Aurigny, one of the Channel islands, this being the French form of Alderney.

AUVERGNE; post office, Portneuf; after Auvergne, an old province of France, forming the present departments of Cantal, Puy-de-Dome, and a small part of Haute-Loire. It was divided into Upper and Lower Auvergne and had for capitals, respectively, Saint-Flour and Clermont-Ferrand.

AVIGNON; post villiage, Bonaventure; after Avignon, city, France; so named because the postmaster thought the surroundings of Avignon, Que. resembled those of its French namesake.

AVOCA; post village, Argenteuil; after the vale of Avoca—a valley in Wicklow co., Ireland, celebrated for its picturesque beauty.

AVON; post office and brook, Megantic; after Avon river, England, which from Celtic word meaning "river."

AWANTJISH; river and township, Matane; from Micmac, *avagantfill*, "little portage."

AWASHEMAMEKA; lake, Pontiac; Indian, *kawasheiamsika*, "where the land is shining and the sand is clear."

AWICHIWIWI; lake, Saguenay; Indian name, translated by Rev. Father Lemoine as "kidney lake."

AYERS CLIFF; post village, Stanstead; formerly Ayers Flat, from the founder of the settlement—Thomas Ayer; settled in 1799.

AYLMER; town, Ottawa; after Matthew, 5th Lord Aylmer (1775-1850) Governor General of Canada, 1831-35; General in the Army and Colonel of the 18th Foot; G.C.B., 1836.
AYLMER; lake, Wolfe.
AYLMER; township, Beauce.
AYLMER; sound, Mekattina river, Saguenay.

AYLWIN; township and post village, Ottawa; after Hon. Judge Aylwin, Solicitor-General for Canada East, 1842–43; appointed Judge, 1848.

BABEL; township, Saguenay; after Rev. Father Babel, for 50 years a missionary on the north shore of the Gulf of St. Lawrence, and author of a map of the Moisie and Hamilton rivers.

BABY; township, Pontiac; after Judge L. F. G. Baby, Minister of Inland Revenue, 1878; appointed Judge, 1880; retired, 1896.

BACCHUS; island of Orleans, St. Lawrence river; named by Cartier, 1535, on account of its great profusion of vines and grapes; name now obsolete.

BADDELEY; river, Chicoutimi; after Lieut. Baddeley, who made a geological report on this portion of the Saguenay district.

BAGOT; county; after Sir Charles Bagot (1781–1843) Governor General of Canada 1842–43; sometime Under Secretary of State for Foreign affairs, Minister Plenipotentiary to the United States; Ambassador to St. Petersburg, The Hague and Vienna.
BAGOT; township, Chicoutimi.
BAGOTVILLE; village, Chicoutimi.

BAGOT; cliff, Anticosti island; after Col. Bagot, commandant of the 69th regiment.

BAGWA; bay, lake Opasatika, Pontiac; Objiway for "shallow."

BAIE-D'URFÉ; post village, Jacques Cartier; after François Saturnin Lascaris d'Urfé, an early missionary whose field covered the upper portion of Montreal island; son of the Marquis d'Urfé.

BAIE-DU-FEBVRE; seigniory, Yamaska; granted by de Meulles, Sept. 4, 1683, to Sieur Jacques Lefevre (or Le Febvre) seignior of la Barre. After the concession, he signed, Lefevre de la Baie; seigniory is also called Baie-St. Antoine.

BAIE-ST. ANTOINE; seigniory, Yamaska. See Baie-du-Febvre.

BAIE-STE. CLAIRE; post office, Anticosti; after the mother of Henri Menier, proprietor of the island.

BAILLARGEON; post office, Levis; after Mgr. Charles Francis Baillargeon, third R.C. Bishop of Quebec, 1850-67.
BAILLARGEON; township, Gaspe.

BALD; mountain, Wolfe; from being destitute of trees.

BALDWINS MILLS; post village, Stanstead; after the Baldwin family, who own a timber limit and mills; the first Baldwin settled here about 1820.

BARACHOIS-DE-MALBAIE; post office, Gaspe; from *barachois*, East Indian French name, generally given to a pond separated from the sea by a sandbar. For Malbaie, see Malbaie tp.

BARBE; bay and ANSE-A-LA-BARBE, village, Bonaventure; fishermen had their boats damaged in this bay; investigation disclosed the fin bones of an enormous whale, standing upright like two stakes.

BARBE; point, Pontiac; so called because employees of the Hudson's Bay Co. stopped here to shave before presenting themselves to the factor at Timiskaming.

BARFORD; township, Stanstead; after Barford, village, Eng.; there are Barfords in Dorset, Norfolk, Northampton, and Warwick.

BARLOW; river, Stanstead; after Barlow, an assistant on one of the early survey parties.

BARN; mountain, Gaspe; from its resemblance in outline to a barn.

BARNSTON; township and post village, Stanstead; after Barnston, parish, Cheshire, or Barnston, village, Essex, Eng.; the township proclaimed by Royal Warrant, 1792.

BARRÉ; cape, Gaspe; from the rock of the cape, which is varicoloured or "barred."

BARRON; lake, Argenteuil; after Col. Barron, Lachute.

BAS-DE-LA-BAIE; post office, St. Paul bay, Charlevoix; descriptive of its position at the head of a bay.

BAS-DE-L'ANSE; post office, Mount Murray, Charlevoix; descriptive of its position at the bottom of a bay.

BAS-DU-SAULT; post office, Sault au Récollet, Laval; descriptive of its position near the foot of the Sault au Récollet.

BASKATONG; township, post village, lake and river, Ottawa; Algonquin name signifying "where the water is contracted by sand"; probably referring to the "narrows" of the lake.

BASQUE; island, Temiscouata; after the Basque fishermen who had a fishing and trading station on this island. They are a race of unknown origin inhabiting the Basque provinces of Spain and part of the department of Basses-Pyrénées, France.

BASSERODE; township, Pontiac; after Capt. de Basserode, regiment de Languedoc (*q.v.*) New France.

BASSIN; post office, Chicoutimi; after the basin at the foot of the falls of Chicoutimi river.

BASSIN-DU-LIÈVRE; post village, Ottawa; after the bay in the Lièvre river, opposite the village.

BATISCAN; village, lake and river, Champlain; Indian name meaning "a place full of weeds," referring to the weeds at the shallow mouth of the river.

BAUDET; point and river and RIVIÈRE-BAUDET, village, Soulanges; after the owner of a mill near the point.

BAUNE; township, Saguenay; after Sieur Baune, capitaine des gardes of governor de la Jonquière; in 1749 he received a concession of Cape Charles post on the Labrador coast.

BAYFIELD; mountain, Matane; after Admiral Bayfield, who, as an admiralty surveyor, surveyed the St. Lawrence river and gulf and Great Lakes.

BAYONNE; post office and river, Joliette; after river of same name in France from fancied resemblance—alternately slack water and rapid. Or, after Bayonne, seaport, department of Basses-Pyrénées, France—"the good bay," from a Basque word signifying *good*.

BEACONSFIELD; post office and summer resort, Jacques Cartier; after Benjamin D'Israeli, Earl of Beaconsfield (1804-81), Premier of England, 1868 and 1874-80.

BEARN; township, Abitibi; after the régiment de Bearn, which formed part of the French force at the battle of Ticonderoga.

BEAUBIEN; township, L'Islet; after Rev. Jean Louis Beaubien, curate of St. Thomas de Montmagny, 1819-63.

BEAUCE; county; after Beauce, a district of France, included within the departments of Eure-et-Loir and Loir-et-Cher, famous for its production of wheat; many French colonists came from Beauce,
BEAUCE JUNCTION; village, Beauce.
BEAUCEVILLE; village, Beauce.

BEAUCHENE; lakes, river and post office, Pontiac; from Indian *obashing* or *obadjiwang*, "where the waters contract," referring to a narrows that divides the lake into two parts.

BEAUDET; post office, Portneuf; after a contractor named Beaudet, who built a portion of the Quebec and Lake St. John Ry.

BEAUDOIN; post office, Megantic; after L. N. Beaudoin, first postmaster.

BEAUFILS; bay and L'ANSE-AU-BEAUFILS, village, Gaspe; after a French, nobleman, Bonfils, who spent a summer at Percé.

BEAUHARNOIS; seigniory, Beauharnois; conceded April 12, 1729, to Marquis Charles de Beauharnois, Governor General of New France, and to his brother, Claude; it remained unimproved and, June 14, 1750, the King of France regranted it to lieutenant de vaisseau Marquis de Beauharnois, who proposed to settle it; later, he transferred it to his nephew Chevalier François de Beauharnois who, in 1763, sold it to the Marquis de Lotbinière. (Roy.)
BEAUHARNOIS; county and town, Beauharnois.

BEAUJEU; township, Gaspe; after Hon. George Saveuse de Beaujeu, seignior of Soulanges and member of the Legislative Council; d. 1865.

BEAUJEU; shoal and channel, St. Lawrence river, Montmorency; after Louis Lienard Villemonde de Beaujeu (1717-1802), who took an active part in the defence of Canada, 1775-76.

BEAULAC; village, Montcalm; after a pretty little lake in the vicinity.

BEAULIEU; post office, Montmorency; after the family name of Gourdeau de Beaulieu, whose descendants held a fief on the island of Orleans for nearly two hundred and fifty years.

BEAUMONT; seigniory, Bellechasse; in 1672, Talon granted to Charles Couillard, sieur des Islets, the seigniory which has since borne the name of Beaumont, probably after Beaumont, village, Puy-de-Dome, France.

BEAUPORT; seigniory, Quebec; Jan. 15, 1634, the Company of the Hundred Associates granted to Robert Gifford a seigniory extending along the St. Lawrence from the mouth of the river "Notre Dame de Beauport," hence the name of the seigniory; the river probably taking its name from the *beau'port* at its mouth.
BEAUPORT; post village, Quebec.

BEAUPRÉ; village, Montmorency; after the beautiful plain—*beau pré*—in the vicinity.

BEAUREGARD; islands, Verchères; after the grantee, André Jared de Beauregard; granted, 1674.

BEAUREPAIRE; village, Jacques Cartier; the Indian name was *anaony*; also called Pointe a Quenet, from Jean Quenet, to whom it was granted, 1678. Beaurepaire is a descriptive name eminently applicable to this summer resort.

BEAURIVAGE; village and river, Lotbinière; after the first seignior of St. Gilles, Gilles Rageot, sieur de Beaurivage; seigniory conceded by Beauharnois and Hocquart, April 1, 1738.

BEAUSÉJOUR; post office, Rimouski; named by Hubert Gagnon, a descendant of the first settler, from the beautiful surroundings—*beau séjour*.

BEAVER; post office, Huntingdon; suggested by the locality which is an old beaver meadow.

BÉCANCOUR; seigniory, Nicolet; Feb. 26, 1657, the Company of a Hundred Associates granted to M. Robineau the fief of "Bécancourt." There were Becours, villages, in Picardie, Boulogne and Bourgogne.
BÉCANCOUR; parish, river and village, Nicolet.

BECQUETS; seigniory, Nicolet; conceded in 1672 to Romain Becquet, by de la Barre and de Meulles.

BÉDARD; township, Rimouski; after Hon. Pierre Bédard (1763-1827), politician and judge.

BEDFORD; township, Missisquoi; probably after Lord John Russell, 7th Duke of Bedford (1710-1771); appointed Lord Commissioner of the Admiralty, 1744; Major-General, 1755; Secretary of State, 1748-51; Governor-General of Ireland, 1756-1761; in 1761 and, in 1763, as plenipotentiary, signed treaties of peace with France and Spain. Possibly after Bedford, county, Eng., which from *bedican ford*, "the protected ford."
BEDFORD; village, Missisquoi.

BEEBE PLAIN; village, Stanstead; after the founders of the settlement, David and Calvin Beebe; settled in 1798.

BEECH GROVE; post office, Pontiac; this name is also applied to numerous features in Canada, usually owing to its predominance in the vicinity over the other varieties of trees.

BEECH RIDGE; post office, Argenteuil; after the numerous beech trees in the vicinity.

BÉGIN; township, Chicoutimi; after Mgr. Louis Nazaire Bégin, R.C. Bishop of Chicoutimi and, later, Archbishop of Quebec.

BEGON; township, Temiscouata; after Michel Begon, 9th Intendant of New France, 1712-26.

BEITH; post office, Huntingdon; probably after Beith, town, Ayrshire, Scotland.

BÉLAND; post office, Beauce; after Dr. Henri S. Béland, M.P. for Beauce.

BELLECOURT; township, Saguenay; after François Lafontaine de Bellecourt, conseiller au Conseil Superieur; in 1733, was the inheritant of fiefs of Mingan islands and of Anticosti.

BELL; river, Abitibi; after Dr. Robt. Bell, late Chief Geologist of the Geological Survey.

BELLE; river, and BELLE-RIVIÈRE, post village, Two Mountains; descriptive.

BELLEAU; township, St. Maurice; after Sir Narcisse F. Belleau, K.C.M.G., Lieutenant Governor of Quebec, 1867-73.

BELLE-BORNE; creek, Quebec; after Jean Nicolet de Belle-Borne, whose property it crossed.

BELLECHASSE; islands, Bellechasse; called by Champlain, "isles de Chasse," later, called "islets de Belle-chasse," *i.e.* good-hunting islands.
BELLECHASSE; county.
BELLECHASSE; township, Bellechasse.

BELLECOMBE; township, Pontiac; after de Bellecombe, Croix de St. Louis, regiment de Royal-Roussillon (*q.v.*) New France.

BELLEFINE; river, island of Orleans, Montmorency; Roy suggests probably after the Dauphiness of France.

BELLEISLE; strait, between Newfoundland and Quebec and Labrador; probably after Belle-Ile-en-Mer, an island in the Atlantic, department of Morbihan, France.
BELLEISLE; island, Newfoundland.

BELLERIVE; post village. Beauharnois; descriptive of the locality.

BELLE-VALLÉE; post village, St. Johns; descriptive, beautiful valley.

BELMINA; post office, Wolfe; after the Bell asbestos mine, hence Belmina.

BELŒIL; post village, Verchères; after Belœil, town, Belgium, near the French frontier; probably adopted as descriptive of the "beautiful scenery."

BENJAMIN; bay, Chicoutimi; after Benjamin Godreau, who visited the locality in 1838.

BENNETT; post office, Megantic; after several families named Bennett, residents.

BERAUD; township, Pontiac and Abitibi; after Beraud, Croix de St. Louis, regiment de Berry. (*q.v.*) New France.

BERESFORD; township, Terrebonne; probably after Sir George de la Poer (1769-1800) 2nd Earl of Tyrone, Baron Beresford of Beresford in Ireland; or, after William Carr Beresford (1768-1854), 1st Viscount Beresford, famous British general, distinguished himself at Toulon, 1793, Egypt, 1799, Madeira, 1807 and in the Peninsula; Major General, 1808; Marshal commanding under Wellington, in Portugal, 1808; General, 1825.

BERGERONNES; township and GRANDES-BERGERONNES and PETITE-BERGERONNES, rivers, Saguenay; probably after a species of wag-tail which was very plentiful in the vicinity of these rivers and, in French, called "bergeronnette."

BERGERVILLE; post village, Quebec; mis-translation of the old English name Sheppardville—the latter, named after the Hon. William Sheppard, who was a member of the Legislative Council of Canada, d. 1867.

BERNARD; lake, Ottawa; after an Indian of that name who lived here for many years and made this his hunting ground.

BERNIER; post office, Megantic; after the late Rev. Father Julien M. Bernier.

BERRY; township, Abitibi; after the régiment de

Berry, formed part of Montcalm's force in the battle of the Plains of Abraham.

Bersimis; township, river and post village, Saguenay; Indian name meaning "place of lampreys," an eel that ascends the river.

Berthier-en-bas; seigniory, Montmagny; after the grantee, Alexandre Berthier, captain of the Carignan regiment; granted Oct. 29, 1672 by Talon.
Berthier (en-bas); village, Montmagny.

Berthier-en-haut; seigniory, Berthier; after Alexandre Berthier, captain of the Carignan regiment; in 1673, he purchased the seigniory from the original grantee, Sieur de Randin; April 27, 1674, he received from Frontenac an extension which quadrupled the area of his seigniory.
Berthier; county.
Berthier (en-haut); town, Berthier.

Bethany; post office, Shefford; Biblical, a place near Jerusalem, southeast of the mount of Olives; identical with the modern El-Azeviyeh.
Bethany; settlement, Argenteuil.

Bethel; post office, Shefford; in Scriptural geography, a town in Palestine, 12 miles north of Jerusalem; the modern Beitin.

Bevin; lake, Argenteuil; after Stephen Jakes Bevin, a hunter and trader who made his headquarters near the lake about 1822.

Bic; seigniory, river and village, Rimouski; referred to by Champlain as "Pic" and probably a corruption of French "pic," from a high, pointed peak to be seen in the distance. The seigniory was conceded, May 6, 1675, by Frontenac to Chas. Denis de Vitré.

Bickerdike; township, Quebec; after Robert Bickerdike, M.P., St. Lawrence division of Montreal.

Bidwell; township, Ottawa; after M. S. Bidwell, who represented Lennox and Addington, 1825; twice elected Speaker of the House; went to United States, 1838.

Biencourt; township, Rimouski; after Charles de Biencourt, who succeeded his father Jean de Biencourt, Baron Poutrincourt, as Governor of Port Royal, Acadia.

Bienville; post village, Levis; after Jean Baptiste le Moyne de Bienville, founder of New Orleans, 5th son of the seignior of Longueuil.

Bigelow; township, Ottawa; after an early settler and lumber merchant of the Ottawa valley.

Bignell; township, Mistassini; after John Bignell, P.L.S.; made exploratory and other surveys in Quebec, 1844-1901.

Bigot; island, Champlain; after Father Bigot procureur of the Jesuit seigniories in New France.

Big Trout; lake, Saguenay; translation of the Indian name *naamegosekatats*.

Birchton; post village, Compton; from the predominance of birch trees in the vicinity.

Bird; rock, Magdalen islands; named by Cartier, 1534, Isles des Margaulx, because it was full of "godez and apponats"; present name is a translation. It is remarkable for the number and variety of species occupying it.

Bissot; township, Saguenay; after Sieur Bissot de la Rivière, first grantee of the fief of Ile-aux-Oeufs, 1668.

Bitobi; lake, Ottawa; Rouillard says, from Indian (Algonquin) *pitobik*, "double source," but the name bears a very strong resemblance to Abitibi (*q.v.*)

Bizard; island, Jacques Cartier; granted 1678, to Jacques Bizard, major of Montreal; the island is sometimes called on old maps "Ile du Major."

Black; lake, Mégantic; descriptive.
Black; river and Black River Depot, village, Pontiac.
Black Lake; post village, Megantic.

Blaiklock; township, Mistassini; after F. W. Blaiklock, P.L.S.; for more than 50 years engaged in making surveys in Quebec.

Blainville; seigniory, Terrebonne; it, at first, formed part of the seigniory of Mille Isles and became the marriage portion of the daughter of Anne-Marie-Thérèse Langloiserie, *nee* Dugué; she married J. B. Celoron de Blainville, hence the name of the seigniory.

Blais; post office, Beauce; after Louis Blais, postmaster.

Blais; township, Matane; after Mgr. André Albert Blais, 2nd R.C. Bishop of Rimouski.

Blake; township, Ottawa; after Hon. William Hume Blake (1809-70). Solicitor-General in Baldwin-Lafontaine administration.

Blanc; cape, Quebec; translation of Indian name *uapistikoiats*, "white cape" or "white mountain" (Roy).

Blanche; river and post office, Ottawa; descriptive of the white colour of the river water due to the clay held in suspension.
Blanche; river, Rimouski.

Blanche; township, Saguenay; after Mgr. Blanche, Eudist and Apostolic Prefect of the north shore of the gulf of St. Lawrence.

Blanchet; post village, Levis; probably after the Hon. Joseph Goderic Blanchet, M.P. for Lèvis, 1878; Speaker of the House, 1879; appointed Collector of Customs for Quebec, 1882.

Blanchet; township, Gaspe; after Rev. Francis Norbert Blanchet, a priest of Quebec who went as a missionary to British Columbia and, afterwards, became Archbishop of Oregon.

Blanc-Sablon; bay, Saguenay; from the white sands in the form of dunes and beaches.
Blanc-Sablon; group of islands, Saguenay.

Blandford; township and village, Arthabaska; after George (Spencer) 5th Duke of Marlborough (1768-1840) *styled* Marquis of Blandford till 1817; M.P., 1790-96 and 1802-04; Lord of the Treasury, 1804-06. Or, after Blandford Forum, town, Dorset, Eng.

Bleury; seigniory, Iberville; conceded Oct. 30, 1750, by de la Jonquière and Bigot to the Sieur Sabrevois de Bleuri.

Blue Bonnets; post office (formerly) Hochelaga; the blue tuques worn by some of the residents were dubbed "blue bonnets" by the workmen employed in the construction of the Lachine canal.

Blue Sea; lake, Bonaventure; so called from the peculiar tint of the water, apparently due to considerable deposit of marl over the bottom.
Blue Sea; lake, Ottawa.
Blue Sea Lake; post office, Ottawa.

Boileau; township, Chicoutimi; after Baron Gauldrée-Boilleau, first French Consul to Canada, Quebec, 1860.

Bois; township, Portneuf; after late Abbé Bois, curé of Maskinonge.

Boisbriant; fief, Montreal island; in 1672, a grant of land at the head of Montreal island was made to Sidrac du Gué, sieur de Boisbriant, Captain in the Carignan regiment; later, it passed into the hands of Jacques le Ber, sieur de Senneville who built a fort there and changed the name to Senneville; le Ber died 1706.

Boischatel; township, Pontiac and Abitibi; after Boischatel, Croix de St. Louis, regiment de la Sarre (*q.v.*) New France.

Boisclerc; township, Pontiac; after Jean Eustache Lanoullier de Boisclerc who, under the French régime, held the office of grand-voyer.

Bois-Franc; post office, Egan, Ottawa; after the hardwood forest in vicinity.

Boishébert; township, Saguenay; after Louis Deschamps, sieur de Boishébert, captain of a detachment of marines in New France. His widow, Genevieve de Ramesay (or Ramezay) received, in 1758, a concession on the North shore.

Boivin; post office, Beauce; after Jean Boivin, postmaster.

Bolduc; post office, Beauce; after the Hon. Jos. Bolduc, Senator.
Bolduc Siding; post office, Compton.

Bolton; township, Brome; probably after Harry, sixth and last Duke of Bolton. Gen. Wolfe was, at the time of his death, engaged to Miss Katherine Lowther who, in 1765, became the second wife of the Duke of Bolton. Or, after Bolton, town, Lancashire, Eng.
Bolton Centre, Bolton Forest, Bolton Glen and Bolton Springs; post offices, Brome.

Bonami; cape, Gaspe; after a settler from island of Jersey, Channel islands.

Bonaventure; island, Gaspe; Mgr. Bossé suggests that it may be after the vessel in which the Sieur de la Court-Pré-Ravillon made a walrus hunt in 1591. It seems more probable that it commemorates some fortunate occurrence that Champlain has omitted to note. Or, after the Marquis de Bonaventure.
Bonaventure Island; post office, Gaspe.
Bonaventure; river, Bonaventure and Gaspe.
Bonaventure River; post office, Bonaventure.
Bonaventure; county.

Bondville; post village, Brome; after Most Rev. Archbishop Bond (1815–1906) Anglican Primate of all Canada.

Booth; post office, Pontiac; after J. R. Booth, lumberman, Ottawa.
Booth; township, Pontiac.

Bord-à-Plouffe; village, Laval; after François Plouffe, the first resident and a ferryman; Plouffe resided on the north bank, hence, Bord-à-Plouffe.

Bordeaux; village, Hochelaga; on the bank (bord) of the river des Prairies; after Bordeaux (the dwelling on the water), city, France.

Bord-de-l'Eau; post office, Portneuf; on the bank (bord) of the St. Lawrence.

Boscobel; post village, Shefford; after Boscobel, farm house, Shropshire, England, where King Charles II sought safety in an oak tree when pursued by Cromwell's soldiers, 1651; named *ca.* 1850, by William Hackwell, the first settler.

Botsford; township, Temiscouata; after Hon. Lt. Col. A. E. Botsford, R.E., Boundary Commissioner for Great Britain in connection with the Maine-New Brunswick boundary dispute.

Bouchard; islands, Verchères; after Dr. Etienne Bouchard, who settled in Montreal, 1653, and died there, 1676.

Boucher; island, St. Maurice; Oct. 20, 1655, de Lauzon granted to sieur Boucher, later, Governor of Three Rivers, the island of St. Joseph, now known as Boucher island.
Boucher; township, Champlain.

Boucherville; seigniory, Chambly; Nov. 3, 1672, the Intendant Talon granted this seigniory to Sieur Pierre Boucher, Governor of Three Rivers 1663-65, later, the grantee named it, Boucherville.
Boucherville; village, Chambly.

Bouchette; township and post village, Ottawa; after Lieut. Col. Jos. Bouchette (1774-1841), entered the Provincial navy, 1791; Lieutenant, R.C.V., 1796; Deputy Surveyor General, 1803; Surveyor General of Lower Canada, 1804, succeeding his uncle Major Holland; published excellent maps of Lower Canada, 1815 and 1831; author of "Topographical description of Lower Canada," etc.

Boudreau Corner; post village, Compton; after H. Boudreau, postmaster.

Bougainville; post office, Gaspe; after Louis Antoine de Bougainville (1729-1814), a French navigator; aide-de-camp to Montcalm, 1856-59.
Bougainville; township, Saguenay.

Boule; rock, St. Lawrence river below Tadoussac; so named from its rounded form.

Bouleau; point, Saguenay; so called because heavily wooded with birch.

Boulogne; village, Drummond; after Boulogne, fortified seaport, Pas-de-Calais, France.

Bourchemin; seigniory, Yamaska; after Sieur Jacques François Bourchemin, to whom it was granted, 1695.

Bourdages; township, Montmagny; after Louis Bourdages, eloquent French Canadian, Member of the Assembly, 1804-35.

Bourdo; point, Bonaventure; after M. Bourdo, a French officer, who commanded the *Marchault*, was killed in action and buried there.

Bourdon; island, Back river, Ottawa river; after sieur Jean Bourdon, an early French officer and explorer.

Bourget; township, Chicoutimi; after Mgr. Ignace Bourget, 2nd R.C., Bishop of Montreal; afterwards, Archbishop.

Bourg-la-Reine; settlement, Quebec; named by Intendant Talon, after the reigning queen of France, Maria Theresa, daughter of Philip IV of Spain.

Bourg-Louis; seigniory, parish and post village, Portneuf; after Louis XV of France, reigning sovereign when the seigniory was granted, 1741.

Bourg-Royal; settlement, Quebec; named by Intendant Talon, after the reigning family of France.

Bourg-Talon; settlement, Quebec; named by Intendant Talon after himself.

Bousquet; township, Pontiac; after du Bousquet, Croix de St. Louis, regiment de Guyenne (*q.v.*) New France.

Bout-de-l'Ile; post village, Laval; descriptive of its position at the head of Montreal island.

Bouthillier; township, Ottawa; after T. Bouthillier, Commissioner of Crown Lands, 1848.

Bowman; township, Ottawa; after Baxter Bowman, lumber merchant, one of the first settlers.

Bown; post office, Compton; after H. C. Bown, postmaster and early settler.

Boyer; township, Ottawa; after Hon. Arthur Boyer, M.P.P. for Jacques Cartier, 1884-92, and member of the Mercier cabinet, 1890-91.

Boyer; river and post office, Bellechasse; possibly after Boyer, a surgeon of Rouen, who accompanied Champlain in the expedition against the Iroquois in 1610.

Bracken; post office, Megantic; after James Bracken, postmaster.

Brandon; township, Berthier; probably after Douglas (Hamilton), 8th Duke of Hamilton and 5th Duke of Brandon (1756-1799); succeeded to the peerage, 1769; summoned to Parliament as British peer, 1782. Possibly after Brandon, town, Suffolk, Eng.

Brandy Pot; rock, river St. Lawrence, Temiscouata; from the fancied resemblance.

Brassard; township, Berthier; after Louis Marie Brassard, curé of Nicolet who founded the colony of St. Michel-des-Saints, Mattawin river, Berthier.

Bréboeuf; township, Chicoutimi; after Rev. Father Jean de Bréboeuf, Jesuit missionary, who came out with Champlain in 1625; killed, with Father Lallemant, by the Iroquois, 1649.

Brest; township, Saguenay; primarily after a mythical city on the north shore of the St. Lawrence, which after the well known seaport, France.

Bridgeville; post office, Gaspe; after a bridge sixty to eighty feet long, a notable construction in that district.

Brigham; post village; Brome; after Erastus O. Brigham, merchant, who founded the village about 1837.

Brillant; bay, Gaspe; after the Brillant family, of Quebec, who settled here.

Brion; island, Magdalen islands; named by Cartier after his patron, Philippe de Chabot, Sieur de Brion, Admiral of France. Incorrectly, Bryon.

Bristol; township, Pontiac; after Bristol city, Gloucester and Somersetshire, England, which from the ancient name *Briegstow*, "the place at the breach or chasm, *bric*, through which the river Avon passes." Possibly after Augustus John (Hervey) (1724–79) 3rd Earl of Bristol and Baron Hervey of Ickworth, a distinguished naval officer who rose to the rank of Vice Admiral of the Blue; or, after his son, Frederick, 4th Earl of Bristol, (1730–1803).

Bristol, Bristol Mines and **Bristol Ridge**, post villages, Pontiac.

Brodeur; post office, Rouville; after the Hon. Louis Philippe Brodeur, Minister of Marine and Fisheries.

Brome; county, township and post village; after a village in Suffolk, England or Brome Hall, for many centuries the seat of the Cornwallis family. Possibly after Charles (Cornwallis) 2nd Earl Cornwallis (1738–1805) Viscount Brome; won the battles of Brandywine and Camden but was forced to surrender at Yorktown; Governor General of Bengal and Commander-in-Chief in the East Indies, 1786–93; *cr.* Marquess Cornwallis, 1792.

Brome Centre and **Brome Corners**; post villages, Brome.

Brompton; township, Richmond; after Brompton district, London, England, or one of the Bromptons; a parish, Kent and a parish, Yorkshire.

Brompton and **Bromptonville**; post offices, Richmond.

Brookbury; post village, Compton; from a brook flowing through the township of Bury, in which the village is situated.

Brookdale; post office, Ottawa; descriptive of locality.

Brouague, township, Saguenay; after Sieur François de Brouague, "commandant pour le roi" on the North shore.

Broughton; township and post office, Beauce; probably after one of the many Broughtons in England. May be after Capt. Wm. Robert Broughton who accompanied Vancouver in his famous voyage; this, however, is doubtful.

Brown; post office, Compton; after postmaster.

Brownleigh Place; post office, Drummond; after James Brown, postmaster.

Brownsburg; post village, Argenteuil; after George Brown, who, in 1818, received a grant of land that included the site of the present village.

Brulé; cape, Montmorency; Champlain had a dwelling on the cape which was burned by the English in 1628; probably so named because the forest was destroyed by fire.

Bryon Island; post office, Gaspe; see Brion.

Bryson; lake, Pontiac; after the late John Bryson, lumberman, sometime M.P. for Pontiac.

Bryson; village, Pontiac; after the late Hon. George Bryson (1813–1900). Previous to 1837, when the village was incorporated, was known as Havelock, after Sir Henry Havelock.

Bryson; township, Pontiac.

Buckingham; township and town, Ottawa; after Buckingham, county, England. Or, after George (Nugent-Temple-Grenville) 1st Marquess of Buckingham, (1753-1813); succeeded to title, 1779; Secretary of State, 1783; Lord Lieutenant of Ireland, 1782–83 and 1787–89.

Buckland; township, Dorchester and Bellechasse; after one of the thirteen Bucklands, parishes and villages, England.

Buckland; post office, Bellechasse.

Bulstrode; township, Nicolet and Arthabaska; after Bulstrode Park in S. Bucks, Eng.

Bulstrode Station; post village, Arthabaska.

Bulwer; post office, Compton; after Edward George Earle Lytton-Bulwer-Lytton, 1st Baron Lytton (1803–1873) a noted English novelist and politician; Secretary of State for the Colonies, 1858–59.

Bungay; township, Kamouraska; after Bungay, town, Suffolk, England, which is a corruption of the French, *bon-gué*, "good ford."

Burks Corners; post village, Ottawa; after John Burke, resident of the village.

Burnt; lake, Romaine river, Saguenay; from the fires which devasted the forest about the lake.

Bury; township; Compton; after Bury, town, Lancashire, Eng. Or, after one of the titles—Viscount Bury—borne by the eldest son of the Earl of Albemarle.

Bute; post office, Megantic; probably after the island of Bute in the frith of Clyde, which is said to have derived its name from the Gaelic, *cwth*, "cell, hut, dwelling."

Cabano; township, post village, lake and river, Temiscouata; one authority says that the district being hilly, the tops of the hills present somewhat the appearance of cabins. Another, that the name is, properly "cabaneau"—cabin (of a fishing boat) so called after lake Cabano, which is in a deep hole, and surrounded by high steep-sided mountains. Neither seems satisfactory; name is probably of Indian origin. Melchior Cabanac, chevalier de St. Louis, d. 1763, at Three Rivers. Probably same derivation as Kabana (*q.v.*)

Cabistachuan; bay, lake Mistassini, Mistassini. *See* Kabistachuan.

Cabot; township, Matane; after John Cabot, an Italian navigator in the English service; in 1497, he made a voyage in search of the North West passage; discovered Cape Breton, Nova Scotia.

Cacouna; village, Temiscouata; Indian name meaning "place where there are porcupines."

Cadillac; township, Pontiac and Abitibi; after Cadillac, Croix de St. Louis, regiment de Berry (*q.v.*) New France.

Cadot; post office, Montcalm; after M. Cadot of Montreal, a turner.

Caille; stream, Chicoutimi; after François Guay, *dit* Caille who proposed to build a mill on this river.

Caire; township, Pontiac; after de Caire, ingenieur, New France

Cairnside; post office, Chateauguay; after W. J. Cairns, postmaster.

Caldwells Manor; settlement, Missisquoi; after Sir John Caldwell who bought the seigniory of Foucault and built a manor house there.

Callières; township, Charlevoix; after Louis Hector de Callières, Governor of New France, 1698–1703.

Call Mill; post office, Brome; after L. M. Call, millowner and first postmaster.

Calmon; post village, Megantic; after Alfred Calmon, manager and chief owner of the Union Asbestos Mine here; prior to 1898, was called Wertheim.

Calonne, de; township, Maskinonge; after de Calonne, for some time missionary in Prince Edward Island; died at Three Rivers, 1822; was then chaplain to the Ursulines; his brother was comptroller-general of finance, France, 1783–87.

Calumet; township, Pontiac; Indian name meaning "pipe" or "pipe of peace" referring to a stone suitable for making these pipes. Gannett says, "A Canadian corruption of the French, *chalemel* which, literally, means little reed but which in its corrupted form, refers to the "pipe of peace."

Calumet; island and **Calumet Island**, village, Pontiac.

Calumet; village and river, Argenteuil.

Calvaire; lake, Portneuf; from a cross that was raised at the lake.

Calvaire; hill, Two Mountains.

Cambria; post village, Argenteuil; Latin name for Wales; so named by Sir J. J. C. Abbott after a mountain here, similar to a mountain in Wales.

Cameron; township, Ottawa; after Hon. Malcolm Cameron (1808–76) member of the cabinet, Baldwin-Lafontaine adminstration.

Campbell; township, Ottawa; after Sir Alex. Campbell (1821-92), Postmaster General, 1867-73, 1880-81 and 1885-87; Minister of Interior, 1873; Receiver General, 1878-79; Minister of Militia, 1880; Minister of Justice, 1881-85; Lieutenant Governor of Ontario, 1887-92.

Campbell; bay and **Campbell Bay**, post village, Pontiac; after the late Donald Campbell.

Campbells Corner; post office, Megantic; after the first settler, named Campbell, who settled here in 1848.

Campeau; township, Pontiac; after Rev. Father Campeau, Vice-Pres. of the Timiskaming Colonization Society at date of survey of the township.

Camtebassegat; bay, Saguenay; Indian name meaning "where the prairie extends to the water."

Canardière; range or concession, Quebec; a "canardière" is a place in a pond covered in and prepared to trap wild ducks.

Candiac; post office, Quebec; after Candiac, near

Nismes, France, the birthplace of the Marquis de Montcalm.

Cannon; bay, Gaspe; a frigate having been wrecked on cape Frigate, in this bay, the guns went to the bottom, hence the name (incorrectly Anse au Canot).

Cannon; township, Saguenay; after Justice L. J. Cannon, Justice, Superior Court, Quebec dist.; Assistant Attorney General of Quebec, 1891.

Canoe; island, Montmagny; in 1633, when Father le Jeune and his party were encamped on Patience island, one of the canoes broke loose and stranded on this island.

Canté; post office, Temiscouata; the new Lake Temiscouata road is built on a side hill and is, consequently, sloping or "canted," which in habitant French, becomes "canté."

Canterbury; post office, Compton; being located in Bury township, the name was suggested by the Rev. Thomas Richardson; indirectly, after Canterbury, Eng., which originally *Cant-wara-brig*, "the burg of the men of the headland."

Cantin; post office, Lévis; after the first postmaster.

Cantley; post office, Ottawa; after Cantley, parish, Norfolk, England.

Canuel; island, Rimouski; after a farmer who cleared a farm on the mainland opposite to this island.

Canuta; village, Two Mountains; *see* St. Canut.

Cap-a-l'aigle; post office; Charlevoix; named by Champlain in 1608 from the number of eagles seen there.

Cap-aux-Corbeaux; post village, Charlevoix; from the number of crows to be seen there.

Cap-aux-Os; post office, Gaspe; the first person who visited the locality, found at the foot of the cape a large quantity of bones of whales (os de baleine).

Cap-Chat; township and post village, Gaspe, so called because the cape seen in profile, resembles a cat (chat).

Cap-Chat; river, Matane and Gaspe.

Cap-de-la-Magdelaine; seigniory, Champlain; the land for an Indian mission, founded here by the Jesuits, was donated by de la Ferté, abbé de la Magdelaine, after whom it was named.

Cap-de-la-Victoire; cape, Richelieu; in memory of a victory gained, near this place, by the French and Algonquins over the Iroquois.

Cape Cove; post village, Gaspe; so called because on the shore of cap d'Espoir and between cap d'Espoir and cap Malin.

Cape Despair; post office, Gaspe; said to be an error for d'Espoir, due to a misconception by the English settlers of the French name.

Capelton; post office, Sherbrooke; after George Capel who, in 1863, opened up a copper mine here.

Caplan; river and Caplan River, post village, Bonaventure; after an Indian, Jean Caplan, who, sometime, lived on the banks of the river.

Cap-Magdeleine; post village, Champlain; after l'Abbé de la Magdelaine who lived in Paris, France, and was much interested in the missions in Canada.

Cap-Rosier; township, Gaspe; after the wild roses found on the cape.

Cap-Rouge; village and river, Quebec; after the cape, which after the red rock of which it is composed,

Cap-St. Ignace; village, Portneuf; after the cape which may have been named by some early Jesuit missionary after St. Ignatius, founder of the Jesuit order.

Cap-Santé; village, Portneuf; probably intended as descriptive of healthfulness of the locality.

Cap-St.-Martin; post office, Laval; *see* St. Martin.

Capucins; post office, Rimouski; after a rock on the bank of Grand Capucin river, which, from a distance, resembles a Capuchin monk.

Carcy; point, Quebec; after Guillaume Page *dit* Carcy, harbour-master of Quebec early in the 18th century.

Carignan; township, Champlain; after the celebrated French regiment, Carignan-Salieres; came to Canada, 1665.

Carillon; village and rapids, Argenteuil; M. Benj. Sulte says—"Philippe de Carrion, Sieur de Fresnoy, lieutenant in the Carignan regiment, came to Canada in 1665. Dec. 7th, 1671, the Seminary of St. Sulpice granted him a fief on Montreal island facing a branch of the Ottawa, where he carried on a fur trade. In the spring of 1674 he was arrested for assisting the 'coureurs des bois' of the Ottawa. I think that he met the Indians at the foot of the Long Sault and that they called that place 'le poste de Carrion.' The family of d'Ailleboust d'Argenteuil possessed the seigniory of that name. From 1686, the name Carillon appears in their papers but I read 'Carrion' because he traded at the foot of the Long Sault. Carrion became so notorious between 1671 and 1679, on account of his illicit trading that his name has been perpetrated at the site of his post but in a corrupted form." Possibly same derivation as fort Carillon—now Ticonderoga—on lake Champlain near the mouth of the stream from lake George. At this point Montcalm defeated Abercrombie.

Carleton; township and village, Bonaventure; after Sir Guy Carleton, Lord Dorchester, (1724-1808) Lieut.-Colonel, 1757; took part in the siege of Louisburg; wounded at capture of Quebec; Lieut.-Governor of Quebec, 1766 and Governor, 1775; defended Quebec Dec. 1775–May, 1776; Lieut.-General 1777; Commander-in-chief in America, 1782; Governor General of Canada, 1786-96.

Carleton Centre; village, Bonaventure.

Carlin Corners; post office, Argenteuil; after Thomas Carlin, postmaster.

Carmel; post office, Drummond; Biblical; a mountain ridge in Palestine and a city in the mountains of Judah.

Caron; township and post office, Lake St. John; after Hon. R. E. Caron. Lt. Governor of Quebec, 1873–76.

Carroll; post office, Pontiac; after Thomas Carroll, postmaster.

Cartier; township, Joliette; after Sir Geo. Etienne Cartier (1814–73), Member of Parliament, 1848; Provincial Secretary, 1856; Attorney General, 1856; Minister of Militia, 1867–73.
Cartier; post office, Beauharnois.
Cartierville; post office, Jacques Cartier.

Carufel; seigniory, Maskinonge; after Jean Sicard, sieur de Carufel, to whom the seigniory was granted, 1705.

Casault; township, Matane; after Sir Louis Noel Adolphe Casault, late Chief Justice, district of Quebec; d. 1891.
Casault; post office, Montmagny.

Cascades; village, Ottawa; from the cascades (rapids) in the Gatineau river.

Cascades; point, island and rapid, Soulanges; from the cascades (rapids) in the St. Lawrence river.
Cascades Point; post office, Soulanges.

Cascapedia; lake and river, Bonaventure; Roy says—corrupted from the Micmac *sakpediac* meaning "strong current". Rouillard derives it from Micmac '*gesgapeging*' meaning "a river that forms a large sheet of water with little or no current."

Casgrain; township, L'Islet; after Eugéne Casgrain, seignior of L'Islet.

Casonpsconet; river, Matapedia river; after an Indian chief.

Cassville; post office, Stanstead; after the founders of the settlement, 1799.

Castlebar; post office, Arthabaska; after Castlebar, town, Mayo, Ireland, which from *caislen-aubharraigh*, "Barry's Castle."

Cat; island, Argenteuil; so named after cats imported by the mill-owners to rid their mills of rats.

Cathcart; township, Joliette; after Charles Murray (Cathcart) 2nd Earl Cathcart (1783-1859), Governor General of Canada, 1845-47.

Cauchon; township, Montmorency; after Hon. Joseph Edouard Cauchon, M.P. for Montmorency, 1867; Senator, 1867–72; M.P., 1872–77; Lieut.-Governor of Manitoba, 1877–82; d. 1885.

Caughnawaga; village, Laprairie; Indian (Iroquois) name meaning "village of the rapids."

Causapscal; township, village and river, Matane; Micmac word signifying "rocky point" or "stony and glittering ground."

Cavagnal; point and post office, Vaudreuil; after Pierre François de Rigaud, Marquis de Vaudreuil-Cavagnal, Governor General of Canada, 1755-60.

Cawood; township and post office, Pontiac; after Cawood, village, Yorkshire, England.

Caxton; township and village, St. Maurice; after Caxton, village, Cambridge, Eng.

Cazaville; village, Huntindon; after the late Antoine Caza, hotel-keeper.

Cedar Hall; post office, Matane; after the first house; built by a man named Grant, near the stone quarry for the Intercolonial bridges.

Cedars; village and rapids, Soulanges; after cedar trees in vicinity.

Céry; township, Saguenay; after Philippe d'Ailleboust, sieur de Céry who, in 1753, obtained fishing privileges on the North shore.

Chabatok; Indian village, lake Mistassini, Mistassini; Montagnais name meaning a "rough or rugged passage."

Chabot; township, Kamouraska; after Hon. Judge Chabot (1807–60); Commissioner of Public Works, 1849; appointed Judge, 1856.

Chaleur; bay, Quebec and New Brunswick; so named by Cartier, because he and his men suffered severely from the heat while in this bay.

Chaloupe; river, Anticosti; so named as there is a harbour for boats (chaloupes) at the mouth of the river.

Chambly; seigniory, Chambly; after the grantee, Capt. Jacques de Chambly, an officer of the Carignan regiment; conceded by Talon, Oct. 29, 1672.
Chambly; county.
Chambly and Chambly-Canton; villages, Chambly

Chambord; village, Lake St. John; after the Count de Chambord (1820-83) the last representative of the eldest branch of the Bourbon family.
Chambord Junction; post office, Lake St. John.

Champigny; township, Chicoutimi, and post village Quebec; after Jean Bochart de Champigny, Intendant of New France, 1686–1702.

Champlain; county; after Samuel de Champlain 1567-1635) famous French navigator and explorer; made explorations in Canada and New England, 1603-16; founded Quebec, 1608; discovered lake Champlain, 1609.
"Samuel de Champlain has been fitly called the Father of New France. . . . His life full of significance, is the true beginning of her eventful history." (Parkman.)
Champlain; seigniory, river and village, Champlain.
Champlain; lake, Quebec and United States.

Chamuchuan; river and lake, Lake St. John; from the Montagnais, *ashuapamushuan*, "where they watch the deer,"; abreviation of Ashuapmachuan (*q.v.*).

Chandonnet; post office, Megantic; after Chas. Chandonnet, postmaster.

Channell; post office, Brome; after F. P. Channell J.P., who was instrumental in getting the office established.

Chapais; township, Kamouraska; after Hon. T.

Chapais, Commissioner of Public Works, prior to Confederation; Minister of Agriculture, 1867–69; Receiver General, 1869–73; Senator for De La Durantaye 1868 till death, in 1885.

Chapeau; village, Pontiac; after a cap-shaped rock in the rapids of the river.

Chapleau; township, Maskinonge; after Sir Joseph Adolphe Chapleau (1840-98); Secretary of State, 1882-92; Minister of Customs, 1892; Premier of Quebec, 1879-82; Lieut. Governor of Quebec, 1892-98.

Charette; lake, Ottawa; after General de Charette.

Charlemagne; village, L'Assomption. Roy says: "After Charlemagne Laurier, M.P. for L'Assomtion", d. 1907.

Charlesbourg; village, Quebec; in 1541, Cartier named the fort built by him at Cap Rouge, Charlesbourg-Royal after Charles IX., King of France.

Charlevoix; county and a township, Lake St. John; after Pierre François Xavier Charlevoix (1682–1761) Jesuit missionary, author of "Histoire de la Nouvelle France."

Charnay; township, Saguenay; after Marie Louise Renée de Charnay, seignoress of Kamouraska; in 1786, she married Paschal-Jacques Taché.

Chat; cape, Gaspe; so called because it has, when seen in profile, a resemblance to a cat. *See* Cap-Chat.

Chateauguay; seigniory, Chateauguay; granted Sept. 29, 1673, to Chas. le Moyne seignior of Longueuil, who named it Chateauguay after Chateauguay, a commune, Puy-de-Dome, France.
Chateauguay; county, village and river.
Chateauguay Basin; village, Chateauguay.

Chateau-Richer; parish and village, Montmorency; probably after a priory or chateau in France.

Chateauvert; village, Portneuf; after George C. Chateauvert, postmaster.

Chatham; township, Argenteuil; after William Pitt (1708–78) 1st Earl of Chatham; appointed Joint Vice Treasurer of Ireland in 1746; Secretary of State 1756–61; during his administration Great Britain was almost uniformly successful abroad.

Chats; lake and falls, Ottawa river, Pontiac, after the wild cats found there in the early days of the colony.
Chats; island, Argenteuil.

Chaudiere; fall, Ottawa river, Ottawa; French translation of the Indian name "Asticou," meaning "kettle", referring to the "boiling" of the water at the foot of the fall.
Chaudiere Basin, Chaudiere Curve, Chaudiere Mills and **Chaudiere Station**; post offices, Lévis.
Chaudiere; river and fall, Lévis.

Chaumont; post office, Lotbinière; after Alexandre de Chaumont, Major General of the French forces in Canada, 1665.

Chauveau; township, Charlevoix; after Hon. P. J. O. Chauveau (1820-90), Solicitor General, 1851; Provincial Secretary, 1853; Supt. of Education, Quebec, 1855; Prime Minister, Quebec, 1867-73; Senator, 1873-74.

Chavigny; township, Portneuf; after Magdalen de Chauvigny, Madame de la Peltrie, who founded the convent of the Ursulines at Quebec, 1639. Or, after François de Chavigny, sieur de Berchereau, grantee of a fief in modern Portneuf county.

Chegobish; lake and river, Chamuchuan river, Lake St. John; Montagnais name, *ushukupish*, signifying "sheldrake" or "sawbill duck."

Chelsea; village, Ottawa; named by the first postmaster after his former residence, Chelsea, Mass., which after Chelsea, suburb of London, England, which last is a contraction of *chisel-ea*, shingle island.

Chemin-Gouin; post village, Ottawa; from a road which itself is named after Hon. Sir Lomer Gouin, Premier of Quebec.

Chenaux; point, St. Maurice;after the channels through which the St. Maurice river discharges into the St. Lawrence.

Chêne; point, St. Lawrence river, Huntingdon; after the oak trees (chênes) found there.
Chêne; point, Ottawa river, Argenteuil.

Chénéville; village, Ottawa; first called Sévigné; changed to Hartwell about 1885; later, to present name, which after the late M. Hercule Chéné, sometime postmaster.

Chenier; village, Ottawa; after Isidore Chenier, postmaster.

Chenier; township, Rimouski; after Dr. Chenier of St. Eustache, one of the leaders in rebellion of 1837.

Cherbourg; township, Matane; after Cherbourg seaport, France.

Cherry; river, and **Cherry River**, post office, Sherbrooke; from the abundance of wild cherries growing on the banks of the river.

Chertsey; township, Montcalm; after Chertsey, town, Surrey, England.

Chesham; township, Compton; after Chesham, town, Buckingham, Eng.

Chester East and **Chester West**; townships, Arthabaska; after Chester, city, Eng., which from the Latin, *castrum*, a fortified place.
Chester; village, Arthabaska.

Chevalier; township, Saguenay; after a family settled in the old seigniory of the Chevalier de St. Paul, and whose descendants were, lately, still living there.

Chevrotiere; village and river, Portneuf. See La Chevrotiere.

Chibougamau; lake and river, Abitibi; Indian name meaning "where the water is shut in," referring to the very narrow outlet.

Chichester; township and village, Pontiac; after Chichester, city, Sussex, England, which was anciently called *Cissanceaster*, the "fortress of Cissa."

CHICOT; river, Berthier; after the fallen trees and obstructions in the river (*chicots.*)
CHICOT; village, Berthier, and lake, Champlain.

CHICOUTIMI; river, Chicoutimi and Montcalm; Indian name signifying "farther on it is still deep."
CHICOUTIMI; county, town and township.

CHILTON; township, Montcalm; probably from one of the nine Chiltons in England.

CHLORYDORME; village, Gaspe; after Cloridorme seigniory (*q.v.*), which corrupted from original name, Cloridon, given at request of grantee.

CHRISTIE; township, Gaspe; after Robt. Christie (1788–1856) historian, Member of the House of Assembly for Gaspe, 1827–29; in 1829, expelled on the ground of having mis-advised the government; was again returned and again expelled and deprived of his seat until the union; again elected and remained a member until 1854.

CHRISTIEVILLE; post office, Terrebonne; after Ebenezer Christie, first postmaster.

CHRISTOPHERSON; lake, Abitibi; after L. Christopherson, Hudson's Bay Company; in charge of the Upper Ottawa district.

CHURCH; township, Pontiac; after Levi Ruggles Church, M.P.P., 1867–71 and 1874; Attorney-General, 1874–78; Treasurer, 1878.

CINQ; island, St. Maurice; island is opposite the first of five portages between a series of lakes.

CLAIRVAUX-DE-BAGOT; village, Bagot; after Clairvaux, village, Aube, France.
CLAIRVAUX-DE-CHARLEVOIX; village, Charlevoix.

CLAPHAM; village, Megantic; after John G. Clapham, an early representative of Megantic.

CLAPHAM; township, Pontiac; after Clapham, parish, Sussex, Eng.

CLARENDON; township. Pontiac; probably after Thomas Villiers, 1st Earl of Clarendon; in 1756 created Baron Hyde of Hindon; in 1763 appointed joint Postmaster-General; in 1776 created Earl of Clarendon; d. 1786, and was succeeded by Thomas (Villiers) 2nd Earl of Clarendon (1753–1824).

CLARKE; village, gulf of St. Lawrence, Saguenay; after Clarke Bros., millowners.

CLAUDE; river, Gaspe; from the numbers of kingfishers found along this stream.

CLEMENT; post village, Ottawa; after Thomas Clement, postmaster.

CLERICY; township, Pontiac; after de Clericy, Croix de St. Louis, regiment de Languedoc (*q.v.*) New France.

CLEVELAND; township, Richmond; from Cleveland, district Yorkshire, Eng., which means "rocky land," from Anglo Saxon *cleff* "a steep bank or rock."

CLIFTON; township, Compton; there are fifteen Cliftons in England.

CLINTON; township, Compton; after Gen. Sir Henry Clinton, (1738–95); he succeeded Sir Wm. Howe as commander-in-chief of the British army in war of Independence.

CLORIDORME; seigniory, Gaspe; the deed of concession, May 2, 1707, states that the grantee, Chas. Morin, requested that the seigniory be named "Cloridon".

CLYDE; township, Ottawa; after Clyde river, Scotland.

CLYDE CORNERS; post village, Huntingdon; after Wm. Clyde, settled there in 1826.

COACOACHO; river and bay, Saguenay; Indian name, Rev. Father Arnaud translates by "wolverine"; Rev. Father Lemoine by "crow."

COAGAMA; lake, Eagle river, Gatineau river, Pontiac; Algonquin, *waickwagama,* "end of the lake."

COATICOOK; river and town, Stanstead; Abnaki name, meaning "river of the pine land."

COCK; point, St. Lawrence river, Rimouski; named by the French "des Coques," meaning mussels, transformed to the present name by the English.

COFFEE; river, Migiskun river, Abitibi; from its water having the colour of "café au lait."

COFFEY CORNER; post village, Huntingdon; after Andrew Coffey, an early settler.

COFFIN; island, Magdalen islands; after Admiral Sir Isaac Coffin (1760–1839), to whom a grant of the Magdalen islands was made in 1797 or 1798.

COKNIGAN; river, Nicolet; Indian name meaning, "where they portage"—to go to lake St. Peter.

COLBERT; township and post village, Portneuf; after Jean Baptiste Colbert (1619–83); French statesman, Minister of Finance under Louis XIV.

COLDWATER; river, Saguenay; translation of the Indian name, *atachikamishish.*

COLERAINE; township and post village Megantic; after Coleraine, town, Londonderry, Ireland, which from the Irish *cuilrathain* "the corner of the ferns."

COMMISSIONERS; lake, Lake St. John; after the commissioners appointed, 1827, to explore the Saguenay district.

COMO; village, Vaudreuil; after Como, lake, Italy.

COMPORTÉ; river, Charlevoix; after Philippe Gauthier, Sieur de Comporté grantee of the seigniory of Malbaie.

COMPTON; county, township and village; there are thirteen villages in England bearing this name. Possibly, after George (Townshend) 2nd Marquess Townshend, Lord Compton, etc. (1753–1811), *suc.* to the peerage as Lord de Ferrers and Lord Compton, 1770; Postmaster General, 1794–99; at the siege of Quebec, his father, General (later, Field Marshal) Townshend succeeded to the command, after the death of Wolfe.

CONDE; village, Lake St. John; after Louis II. de Bourbon, Prince de Condé (1621–86), called "The Great Condé;" a celebrated French general.

Conical; mountain, Gaspe; from its conical shape.

Contrecoeur; seigniory and village, Verchères; after Sieur Antoine Pecaudy, sieur de Contrecoeur, who, having served under Marshal Turenne in several European battles, was enobled in 1661; he was a captain in the Carignan regiment; took part in the expedition against the Iroquois in 1666; settled at Contrecoeur, 1668; d. May 1st, 1688; buried in the parish church.

Cook; township, Saguenay; after the famous English navigator, Capt. James Cook (1728–79); in 1759, was occupied in surveying the gulf of St. Lawrence; marine surveyor of Newfoundland and Labrador coasts, 1763; made three important voyages of exploration; in the last reached Icy cape on the Arctic coast of Russian America, 1778.

Cookshire; town, Compton; after Captain John Cook, one of a band of associates from New England, who, about 1800, obtained a grant of land in the Eastern Townships on condition of inducing settlers to settle in the township.

Copperfield; village, Megantic; after the copper mines.

Coquart; island, Chicoutimi; after Father Coquart, Jesuit missionary; died at Chicoutimi, 1765.

Coques; bay, Rimouski; after the mussels, called by French Canadians "des coques" and which are found in this creek in the spring.

Corbeau; cape, St. Lawrence river. "A cloud of birds . . . . seem, by their sinister croaking, to intone the funeral of some dying man."

Corbin; post office, Huntingdon; in 1838, Hosmer Corbin built a small saw-mill here.

Corliss; post village, Stanstead; after several families living in the vicinity.

Corner of the Beach; post office, Gaspe; from an abrupt change in the bearing of the shore line; *vulgo*, Corny Beach.

Cossette; lake, Champlain; after François d'Assise Cossette, first settler on its borders.

Coteau; rapids, river St. Lawrence, Soulanges; probably after a small hill on the portage opposite the rapids.

Coteau-du-Lac, Coteau Junction and **Coteau Landing**; villages, Soulanges.

Côte-de-Beaupré; settlement, Montmorency; descriptive. *See* Beaupré.

Côte-des-Corbeil; post office, Two Mountains; after Corbeils, residents.

Côte-des-Neiges; post village, Jacques Cartier; after Notre Dame-des-Neiges, France.

Côte-des-Perron; post office, Laval; after François and Paul Perron, the first settlers.

Côte-St. Emmanuel; post office, Soulanges; after Joseph Dominique Emmanuel de Longueuil, sieur of Soulanges.

Couapsigan; river, St. Maurice river, Champlain; Montagnais *ka-uapiskats*, "white rock river."

Coucoucache; river and lake, Champlain; about 1660, a party of Iroquois hid at the mouth of the Coucoucache river, and, to draw their enemies into an ambush, imitated the cry of the owl. The Attikamegs thinking there was a flock (wache) of owls (*cou-cou*) landed to hunt there, and were shot down by the Iroquois; later, "coucou-kwache" became "coucoucache."

Coudres; island, river St. Lawrence, Charlevoix; from the abundance of hazel bushes (coudriers) found there by Cartier, 1735.

Coulonge; river, Portneuf; Charles Joseph d'Ailleboust, sieur d'Argenteuil, came to Canada about 1648, and was granted land near Quebec, which he called Coulonge (present, Spencerwood), after his native place Coulonge-la-Madeleine, France. His son, Louis d'Ailleboust, sieur de Coulonge, b. 1656, m. in 1690, Félicité le Picard, by whom he had five sons; this family traded with the Indians on the Ottawa river, 1670-1760, and erected trading posts. Doubtless the river in Pontiac is named after Louis d'Ailleboust or one of his sons. (Sulte.)

Coulonge; river, and **Fort Coulonge**, village, Pontiac.

Coulombe; post village, Dorchester; after a family that has resided in the village for four generations.

Coupalville; hamlet, Ottawa; after Adolphe Coupal, who built a saw and grist mill at this point.

Courcelles; township, Berthier; after Chevalier Daniel de Remy de Courcelles, Governor General of New France, 1665–72.

Courcelles; post office, Beauce.

Cournoyer; seigniory, Verchères; Mar. 1st, 1695, Frontenac granted this seigniory to Jacques Hertel (1667–1748), sieur de Cournoyer, Ensign of marines.

Courval; seigniory, Yamaska; Sept. 25, 1744, Duquesne and Bigot granted this seigniory to sieur Cressé; the daughter of the grantee married Jean Baptiste Poulin de Courval, who gave his name to the seigniory.

Courville; township, Abitibi; after Courville, capitaine, régiment de Bearn (*q.v.*) New France.

Cousineau; post office, Ottawa; after Cléophas Cousineau, settler in the vicinity.

Couture; river, Saguenay; after a Couture who had a fishing establishment at the mouth of the river.

Couturval; post office, Rimouski; after J. O. Couture, first postmaster.

Cove; cape, and **Cape Cove**, village, Gaspe; from its position near capes d'Espoir and Malin.

Covey; hill, and **Covey Hill**, post office, Huntingdon; after Samuel Covey, one of the first settlers.

Cowansville; village, Missisquoi; after Peter Cowan who opened a general store and was influential in having a post office established. Previously known as Nelsonville, after Admiral Lord Nelson; named by Capt. Jacob Rinter, who emigrated from Dutchess county, N.Y., nearly a century ago.

Cowasinwakamuk; lake, East branch Coulonge river, Pontiac; Algonquin *kawassweiagamak*, "flaming lake."

Cox; township, Bonaventure; after Col. Nicholas Cox, one of Wolfe's aide-de-camps at the siege of Quebec; received a grant of present Cox township; Lieut. Governor of Gaspe, 1785.

Crabtree Mills; village, Joliette; after Edwin Crabtree & Sons, owners of paper and saw mills.

Craig; road, built through the counties of Levis and Megantic, to provide communication between Quebec and the townships near the international boundary; after Sir James Craig, Governor-General, 1807-11.

Craig Road Station; post office, Levis.

Cranberry; post office, Megantic; from the low cranberry bushes that grow on the marsh here.

Cranbourne; township and village, Dorchester; after Cranborne, village, Dorset, or Cranbourne, district, Berks, England. Possibly after James Brounlow William, 2nd Marquess of Salisbury (1791-1868), *styled* Viscount Cranborne till 1823.

Crane; island, St. Lawrence river, Montmagny; many of these birds used to make this island a stopping place during their semi-annual migrations.

Crapaud; bay, Gaspe; after rounded brownish stones found on the shores and which resemble petrified frogs.

Crescent; lake, Argenteuil; from its crescentic outline.

Crespieul; township, Lake St. John; after Rev. Father François Crespieul, Jesuit missionary to the Montagnais; came to Canada, 1670.

Crest; railway station, Pontiac; after name of A. Lumsden's farm on the opposite bank of the river.

Croche; river, tributary to St. Maurice; descriptive name, "croche" or crooked.

Crow; island, Kamouraska; from the large number of crows that pass the summer here.

Cugnet; river, Levis; after François Joseph Cugnet, seignior of St. Etienne.

Culdaff; village, Dorchester; after Culdaff, village, Donegal, Ireland.

Cushing; village, Argenteuil; after Lemuel Cushing, J.P., (1806-75) founder of the village.

Cyr; post office, Bonaventure; after Albert Cyr, first postmaster.

Daaquam; township and river, Bellechasse; Indian name, meaning "much water."

Dablon; township, Lake St. John; after Rev. Father Claude Dablon, Jesuit missionary; succeeded Father deQuen at Tadoussac, 1642; Superior 1670-88.

D'Ailleboust d'Argenteuil; seigniory, Joliette; Oct. 6, 1736, Beauharnois and Hocquart granted this seigniory to Sieur Jean d'Ailleboust d'Argenteuil.

Dalesville; post village, Argenteuil; after Daniel Dale; settled here about 1829 and erected mills.

Dalhousie Station; post office, Soulanges; after George (Ramsay) 9th Earl of Dalhousie (1770–1838) entered army, 1788; General, 1830; Governor of Nova Scotia, 1816–1820; founded Dalhousie College, Halifax; Governor General of Canada, 1820-28.

Dalibaire; township and post village, Matane; after Dalibert (or Dalibaire) one of the first managers of the Compagnie des Indes Occidentales.

Dalmas; township, Lake St. John; after Rev. Father Antoine Dalmas, Jesuit missionary, killed at Hudson bay, 1693.

Dalquier; township, Abitibi; after Lieut. Col. d'Alquier, commanded the régiment de Bearn during the battle of the Plains of Abraham.

Danby; post village, Drummond; after Danby, village, Yorkshire, England.

Danford; lake and Danford Lake, post village, Pontiac; after a lumberman named Danford who operated on the lake about 1855.

Daniel; port, Bonaventure. See Port Daniel.

Danville; village, Richmond; after Danville, Vermont, the native town of the early settlers. Danville, Que., was founded 1798. Danville, Vt., is named after the famous French geographer Jean Baptiste B. d'Anville (1697–1782).

Dartigny; seigniory, Temiscouata; after Sieur d'Artigny; date of grant unknown but probably, before 1689.

Dartmouth; river and lake, Gaspe; after Dartmouth, seaport, Devon, Eng.

Dasserat; township, Abitibi and Pontiac; after Dasserat, Croix de St. Louis, regiment de la Reine (*q.v.*) New France.

D'Auteuil; seigniory, Portneuf; granted Feb. 15, 1693 by Frontenac and Bochart to François Magdelaine Ruette, sieur d'Auteuil and de Monceaux.

Daveluyville; post village, Arthabaska; after Adolphe Daveluy, merchant, who owned the land on which the village is built.

David; river, Lake St. John; after David Stuart, one of the commissioners appointed in 1827, to explore the country north of the St. Lawrence.

Davidson; post village, Pontiac; after Robert J. Davidson, lumberman, Ottawa.

Davidson Hill; post office, Shefford; after John M. Davidson, postmaster and early settler; was the first boy born in the settlement; b. 1855.

Deadman; island, Magdalen group; from the number of wrecks which took place on its shores.

Debarctzch; village, St. Hyacinthe; Roy says:—after Pierre Debarctzch. Possibly after Hon. P. D. Debartzch," a member of some repute in the Lower Canadian party of 1837".

De Beaujeu; township, Gaspe. *See* Beaujeu.

De Calonne; township, Maskinonge. *See* Calonne.

Déchène; township, Lake St. John; after late

F. G. M. Déchène (1859–1902) M.P.P. for L'Islet, 1886–91 and 1897–1902; Commissioner of Agriculture, 1897–1902.

Deeside; post office, Bonaventure; after Deeside, valley, river Dee, Aberdeen, Scot.; named by John Mowat, first postmaster, who was a native of Aberdeen.

De Guire; seigniory, Yamaska. *See* Guire.

De la Tour; township, Saguenay. *See* Tour, de la.

De Léry; seigniory; St. Johns. *See* Léry.

Delisle; township and post office, Lake St. John; after Jean Guillaume Delisle, notary of Montreal, who, in 1783, presented to the Home authorities, a petiton respecting the claims of the French Canadians.

Delisle; river, Soulanges; probably after an early settler.

Dell; post office, Compton; after Dell, town, Inverness, Scotland; many of the early settlers came from the parish of Ness, in which the town of Dell is situated.

De Lorimier; town, Hochelaga. *See* Lorimier.

De Maisonneuve; township, Berthier. *See* Maissonneuve.

Demers; township. Temiscouata; after Very Rev. Jérôme Demers (1774–1853), Principal, Seminary of Quebec.

De Meulles; township and post office, Lake St. St. John. *See* Meulles, de.

Demoiselle; hill, Magdalen islands; "probably so-called from its two remarkable summits which bear some resemblance in form to the breasts of a female."

De Monts; township, Saguenay. *See* Monts, de.

Denholm; township, Ottawa; probably after Denholme, village, Yorkshire, England.

Denisons Mills; post village, Richmond; after mills constructed by Denison Bros.

Denonville; township, Temiscouata; after Jacques Réné de Brisay, Marquis de Denonville, Governor of New France 1685–89.

De Noué; township, Gaspé. *See* Noué, de.

Dequen; township and post office, Lake St. John; after the Rev. Jean Dequen, Jesuit Superior; came to Canada, 1635; laboured chiefly at Quebec; Superior, 1656–59; d. 1659.

De Ramesay; seigniory, Bagot. *See* Ramesay, de.
De Ramesay; seigniory and post office, Joliette.

Derry; township, Ottawa; after Londonderry, Ireland; famil arly, Derry.

De Salaberry; township, Argenteuil. *See* Salaberry.

De Sales; township, Charlevoix; *See* Laterriére.

Desandrouins; township, Pontiac; after Desandrouins, ingenieur, New France.

Desaulniers; township, St. Maurice; after François L. Desaulniers, ex-M.P.P. for St. Maurice, now Clerk of Committees, Legislative Council, Quebec.

Deschaillons; seigniory and post village, Lotbinière; April 25, 1674, Frontenac granted the seigniory to Jean Baptiste de St. Ours, sieur Deschaillons.

Deschambault; seigniory, Portneuf; March 1, 1652 de Lauzon granted the seigniory to Demoiselle Eléonore de Grandmaison, whose daughter married Jacques Alexis de Fleury d'Eschambault.
Deschambault; parish and village, Portneuf.

Deschenes; lake and Deschenes Mills, village, Ottawa; from the quantity of oak trees which grew on an island in the lake.

Deshaies; post office, Nicolet; after Adélard Deshaies, postmaster.

Desmeloizes; township, Abitibi; after Desmeloizes, premier capitaine, aide-major, New France, 1759 and 1760.

Des Monts; point, Saguenay. *See* Monts, des.
Des Monts; river, Gaspe.

Despair; cape, Gaspe; "originally called *cap d'Espoir* or cape Hope . . . change of name . . . caused by the total loss thereon of an English man-of-war, or transport, carrying troops, forming portions of Sir Hovenden Walker's squadron." (Le Moine.)

Des Prairies; river, Hochelaga; after des Prairies, the first white man to ascend this branch of the Ottawa. *See* Prairies and Reviere-des-Prairies, page 155.

Desrivières; railway station, Missisquoi; after the proprietor of the manor, M. Desrivières.

Desroberts; township, Pontiac and Abitibi; after Desroberts, ingenieur, New France.

Destor; township, Abitibi and Pontiac; after Destor, capitaine des grenadiers, regiment de Royal-Roussillon (*q.v.*) New France.

Devils Garden; bluff, Seven-league lake, Ottawa river, Pontiac; from the fact that a patch of wild onions grew near its summit.

Devlin; township, Pontiac; after Hon. Charles Devlin, Minister of Colonization, Mines and Fisheries.

Dewittville; post village, Huntingdon; after late Charles Dewitt, a prominent citizen; previously called Portage, from a portage past the rapids in the Chateauguay river.

Diable; cape, Kamouraska; "its isolation, the silence and the desolate and almost desert nature which the surroundings have, may have caused the people to give it this somewhat sympathetic name." (Roy.)

Diable; river, Terrebonne; from the difficulty experienced in bringing timber and logs down the river, the river-men gave it this name.

Diamond; cape, St. Lawrence river, Quebec; so named by Champlain in 1608, because a quantity of "diamonds" (quartz crystals) like those of Alençon were found there.

DIEPPE; post office, Iberville; after Dieppe, seaport, France.

DIONNE; township, L'Islet; after Hon. A. Dionne, seignior of Ste. Anne de la Pocatière; M. L. C., 1837–52.

DISRAELI; village, Wolfe; named in 1878, after Benjamin Disraeli, then premier of England. *See* Beaconsfield.

DITCHFIELD; township, Beauce; probably after Ditchford, village, Northampton, Eng.; incorrectly, "Ditchland" on map of 1831.

DITTON; township, Compton; after Ditton, hamlet, Buckingham, Eng.

DIXVILLE; village, Stanstead; probably after Dixville, township, New Hampshire.

DOHERTY; post office, Pontiac; after Daniel Doherty, first postmaster.

DOLBEAU; township and post office; Lake St. John; after Rev. Father Dolbeau, Recollet missionary; came to Canada, 1615; laboured among the Montagnais and Eskimo.

DOMBOURG; island, Portneuf; anagram from Bourdon; Jean Bourdon received a grant of the island.

DONCASTER; township, Terrebonne; after Doncaster, town, Yorkshire, England, which from the Latin *castra* "a camp."
DONCASTER; village, Compton.

DORCHESTER; county, Quebec; after Guy Carleton (*q. v.*) 1st Lord Dorchester (1724–1808) Governor General of Canada, 1767–77 and 1786–96.

DORION; township, Pontiac; after Sir Antoine Aimé Dorion (1818-91) M.L.A., 1854-67; M.P., 1867–74; knighted, 1877; Minister of Justice, 1873–74; Chief Justice, Court of the Queen's Bench, Quebec, 1874.
DORION; summer resort, Vaudreuil.

DORSET; township, Beauce; after Dorset, county, England, which means "the settlement of the *Durotriges*" *i.e.*, "dwellers by the water." Or, after John Frederick (Sackville) 3rd Duke of Dorset (1745–99), Ambassador to Paris, 1783–89.

DORVAL; village and islands, Jacques Cartier; after Jean Baptiste *dit* Dorval who, in 1691, bought the land where the village now stands and also gave his name to the three small islands opposite the village, which had previously been known as iles Courcelles (*q. v.*)

DORVILLIERS; fief, Berthier; granted, Oct. 29, 1672, to the Sieur de Comporté; named after Chorel, *dit* Dorvilliers whose father, François Chorel, and François Pelletier *dit* Antaya purchased the fief from the Sieur de Comporté. This fief was called successively Comporté, Antaya and Dorvilliers.

DOUCET; post office, Chicoutimi; after Pierre Doucet, first postmaster.

DOUCET LANDING; railway station, Nicolet; after Belair Doucet who kept a boarding-house here at the time of the construction of the railway.

DOUGLAS; township, Gaspe; after Rear Admiral Sir Chas. Douglas, *cr.* a baronet, 1777, for forcing a passage up the St. Lawrence and relieving Quebec, then invested by the Americans.

DOUGLASTOWN and DOUGLAS WEST; post villages, Gaspe.

DOZOIS; post office, Napierville; after Achille Dozois, postmaster.

DRUMMOND; county; after General Sir Gordon Drummond (1772–1854) second in command in Canada, 1813; distinguished himself during the war of 1812–14, particularly at Lundys Lane; Commander-in-Chief in British North America, 1814–16; Administrator, 1815–16.
DRUMMONDVILLE; town, Drummond.

DUBERGER; township, Abitibi; after Duberger, surveyor; in 1800, made a relief plan of Quebec now in the Archives. Ottawa.

DUCHESNAY; township, Gaspe; after Hon. Antoine Juchereau Duchesnay, M.L.C., previous to Confederation; Senator, 1867 till his death in 1871.

DUCHESNEAU; township, Saguenay; after Chevalier Jacques Duchesneau, 4th Intendant of New France; he signed many concessions for fishing on the North shore of the gulf of St. Lawrence and made a chart of the river.

DUCREUX; township, Chicoutimi; after Rev. Father Ducreux, one of the first historians of Quebec and author of a map of New France, 1656.

DUDLEY; township, Ottawa; probably after Dudley, village, Worcestershire, Eng. Or, after William (Ward) 3rd Viscount Dudley (1750-1823) M.P., 1780–88.

DUDSWELL; township and DUDSWELL CENTRE, post village, Wolfe; probably after Dudwell, hamlet, Shropshire, Eng.

DUFAULT; township, Abitibi; after S. Dufault, Deputy Minister, Department of Colonization, Mines and Fisheries, Quebec.

DUFAY; township, Pontiac; after Dufay, enseigne, regiment de la Reine (*q.v.*) New France.

DUFFERIN; township, Lake St. John; after the Rt. Hon. Frederick-Temple (Blackwood) 1st Marquess of Dufferin and Ava (1826–1902); Under Sec. for India, 1864–66; for War, 1866; Chancellor, Duchy of Lancaster, 1868–72; Governor General of Canada, 1872–78; Ambassador to St. Petersburg, 1879–81, to Constantinople, 1881–82; Viceroy of India, 1884–88.

DUFOUR; post office, Charlevoix; after Gédéon Dufour, postmaster.

DUFRESNOY; township, Pontiac; after Dufresnoy, Croix de St. Louis, regiment de Royal-Roussillon (*q.v.*) New France.

DUGUESCLIN; village, Montmagny. *See* Guesclin, du.

DUHAMEL; township and post office, Pontiac; after the late Most Rev. Joseph Thomas Duhamel, R. C. Archbishop of Ottawa, Metropolitan of the ecclesiastical province of Ottawa.

DUMAS; township, Saguenay; after Norbert Dumas one of the commissioners in virtue of the Seigniorial Act of 1854. Or, possibly after M. Dumas who took command of the French forces after the action of Monongahela; later, was Governor of Ile-de-France.

DUMOINE; post office, lake and river, Pontiac; probably after Jean Lemoine, ancestor of Sir James Le Moine, or, after one of his sons.

Dunany; post office, Argenteuil; named by Sidney Bellingham, who was M.P. for Argentueil when the office was established, 1853; probably after Dunsany, a village in Meath co., Ireland.

Duncan Station; post office, Drummond; after Francis Duncan, farmer.

Dundee; township, Huntingdon; after Dundee city, Scotland, which probably from Gaelic, *dun De*, hill of God. The village was named by John Davidson, first postmaster who came from Dundee and settled here about 1815 or 1818.

Dundee; village and Dundee Centre, village, Huntingdon.

Dunham; township and village, Missisquoi; after Hon. Thomas Dunn, to whom the township was granted by letters patent, 1796; he was Administrator, 1805–06 and 1811.

Dunraven; post office, Pontiac; after Windham Thomas (Wyndham-Quin) 4th Earl of Dunraven, b. 1841, suc. to the peerage, 1871.

Duparquet; township, Abitibi and Pontiac, after Duparquet, capitaine des grenadiers. regiment de la Sarre (*q.v.*) New France.

Dupas; island, Berthier; Nov. 3, 1672, Talon granted it and adjacent islands to Sieur Dupas.

Duprat; township, Abitibi and Pontiac; after Duprat, Croix de St. Louis, regiment de la Sarre, (*q.v.*) New France.

Dupuis Corner; post office, Huntingdon; after early settlers.

Duquesne; township, Rimouski; after Marquis Duquesne de Menneville, Governor of New France 1752–1755. (He pursued such a firm and rigorous policy as called forth the admiration of this and his native country, France.)

Durham; township, Drummond; after John George (Lambton), 1st Earl of Durham (1792-1840) Lord Privy Seal, 1830-33; Ambassador to Russia, Prussia and Austria, 1832 and 1835–37; Governor General of Canada, Jan. to Dec., 1838.

Durantaye, la; seigniory, Bellechasse; granted by Talon, Oct, 29, 1672, to Olivier Morel, sieur de la Durantaye, captain of a company of infantry in the Carignan regiment. An extension was granted by Frontenac and Bochart, May 1, 1693.

Durocher; township, Lake St. John; after Rev. Flavien Durocher, O.M.I. first cure of St. Sauveur, Que.

Dusablé; seigniory, Berthier; Aug. 15, 1739, Beauharnois and Hocquart granted it to Louis Adrien Dandonneau, sieur Dusablé, ensign of marines.

Duval; township, Saguenay; after J. F. Duval, sometime Chief Justice, district of Quebec.

Eardley; township, and post office, Ottawa; either after Eardley End village, Staffordshire, Eng., or, after Sampson (Eardley) LordEard ley (1744–1826) sometime M.P. for Cambridgeshire and also for Coventry.

East; cape, Chicoutimi; so named to distinguish it from the cape on the other side of the Saguenay.

East Aldfield; post office, Pontiac; *See* Aldfield.

East Angus; post village, Compton; Angus is the old name of Forfarshire, Scotland.

East Bolton; post village, Brome; *See* Bolton.

East Broughton; post office, Beauce; *See* Broughton.

East Clifton; post village, Compton; *See* Clifton.

East Dudswell; post office, Wolfe; *See* Dudswell.

East Dunham; post office, Missisquoi; *See* Dunham.

East Farnham; post village, Brome; *See* Farnham.

East Hereford; village, Compton; *see* Hereford.

East Magdala; post village, Megantic; probably after Magdala, a stronghold in Abyssinia, captured in 1868, by a British force commanded by Napier, later. Lord Napier of Magdala.

Eastman; post office, Brome; after Ezray Eastman, wife of John Blinn.

East Pinnacle; post office, Missisquoi; *See* Pinnacle.

East Templeton; post village, Ottawa; *See* Templeton.

Eaton; township and post village, Compton; after one of the thirteen Eatons in England.

Eboulements; mountain, Charlevoix; after the earthquake of 1663. *See* Les Eboulements.

Echafaud-aux-Basques; island, Charlevoix; the Basque fishermen frequented these shores from very early times and established stages (echafauds) here for drying fish.

Echalotte; river, Gaspe; after a kind of wild onion (echalotte). formely found here.

Ecureuils; point, Portneuf; a long, narrow, sandy point runs out into the St. Lawrence, forming to the west, a harbour where the schooners winter; probably the seamen saw many squirrels in the trees at this point and therefore named it "Point aux Ecureuils." (Roy.)

Eddy; township, Pontiac; after late E. B. Eddy, lumberman and manufacturer, Hull, Que.

Edmond; river, Bonaventure; after Edmond, son of Sir Henri Joly de Lotbinière.

Edward; lake and Lake Edward, post office, Quebec; after an Indian hunter of that name.

Edwards; township, Pontiac; after Hon. W. C. Edwards, Senator, 1903; head of the W. C. Edwards Co., lumbermen.

Edwardstown; a division of the seigniory of Beauharnois, Chateauguay; after Hon. Edward Ellice, sometime owner of the seigniory.

Egan; township, Ottawa; after John Egan, lumberman, sometime M. P. for Ottawa county.

Egg; island, and Egg Island, post office, river St. Lawrence, Saguenay; from the eggs of certain wild fowl being deposited here in abundance.

Ekwamadghe; river, Abitibi; Indian name, meaning, "where the fish approach the banks".

Elgin; township, Huntingdon; after James (Bruce) 8th Earl of Elgin, (1811–63) Governor General of Jamaica 1842–46; Governor General of Canada, 1846–54; Plenipotentiary to China, 1857–59 and 1860–61; Postmaster General, 1859; Governor General of India, 1862 till death.

Elgin Road; post village, L'Islet.

Eliza; lake, Montcalm; after Eliza, wife of Louis Archambault. See Archambault.

Elmside; post office, Pontiac; from the number of elm trees growing along the road near by.

Ely; township, Shefford; after Ely, cathedral city, Cambridge, Eng. Or, after Charles (Loftus) 1st Marquess of Ely (1738–1806) M.P., 1761–1785; joint Postmaster General, 1789–1806.

Emard; post office, Beauharnois; after the Rt. Rev. J. M. Emard, R.C. Bishop of Valleyfield.

Emberton; township, Compton; after Emberton, village, Buckingham, Eng.

English; river, Chateauguay; as the first settlers on river were English, it was known to the French-Canadians as "Rivière Anglaise."

Entry; island, and **Entry Island**, post office, Magdalen group; probably from situation of the island off the entrance to Pleasant bay.

Epinay; seigniory, Montmorency. *See* L'Epinay.

Escoumains; township, river and bay and **Les Escoumains**, village, Saguenay; Indian name meaning, "place where there are many red berries:" these berries grow up through the moss that covers the rocks.

Escuminac; post village and river, Bonaventure; from Micmac *esqomenag*, "post of observation" (from which they watch the entrance to the estuary).

Escuminac East and **Escuminac Flats**; post villages, Bonaventure.

Esher; township, Pontiac; after Esher, parish and village, Surrey, Eng.

Eskimo; bay, islands, river and point, Saguenay; after the Indian name of the natives of Labrador and arctic Canada. The name (in the form Excomminquois) seems to have been first given by Biard in 1611. It is said to come from the Abnaki *esquimantsic* or from *ashkimeg*, the Chippawa equivalent, signifying "eaters of raw flesh."

Eskimo Point; post village, Saguenay.

Espoir; cape, Gaspe; named by Cartier, cap d' Esperance from the "hope" of finding a passage to the west; shortened to cap d'Espoir, and corrupted by the English to cape Despair.

Estcourt; township, Temiscouata; after Lieut.-Col. J. B. Bucknall Estcourt, British commissioner on boundary between Lower Canada and New Brunswick and Maine, 1843-45.

Etamamu; lake and river, Saguenay; Indian name meaning "lake with two discharges".

Etang; bay, Gaspe; after a pond (etang) at the head of the bay.

Etchemin; lake and river, Dorchester and Lévis, and **Port Etchemin**, village, Lévis; the river received its name from its use by the Etchemins, a tribe of the Abnaki confederacy, as a route to Quebec city. Roy says that Etchemin signifies "where there is leather for snowshoes."

Eternity; cape, Saguenay river, Chicoutimi; from the grandeur of the scenery.

Eustis; post village, Sherbrooke; after W. E. E. Eustis, Boston, Mass., largest stockholder in the Eustis Mining Co.

Expanse; lake, Ottawa river; Pontiac; translation of Indian name, *winnowaia*; from the "expanse" of open water.

Ezekiel; brook, lake Joseph, Megantic; after Ezekiel Hall who trapped at its mouth in the early days.

Fabre; township and post office, Pontiac; after Mgr. Edward C. Fabre (1827–96) Archbishop of Montreal.

Falardeau; township, Chicoutimi; after Chevalier Falardeau, artist, born in Quebec, resided chiefly in Florence.

Fame; cape, Gaspe; in error for "faim," due to a misconception of the English for the French word meaning hungry.

Farnham West; township, Brome; probably after Farnham, Surrey, Eng., 3 miles S. W. of Aldershot; there are seven other Farnhams in England.

Farnham East; township, and **Farnham**, town, Missisquoi.

Farnham Centre; post village, Brome.

Farrelton; post office, Ottawa; after Patrick Farrel, first postmaster.

Father; point, and **Father Point**, post village, Rimouski; after Pierre Henri Nouvel, missionary to the Indians, who landed at the point Dec. 7th, 1663, and, on the following day, celebrated mass prior to setting out on his mission.

Fecteau Mills; post office, Wolfe; after Joseph Fecteau, owner of grist mill.

Ferland; township, Chicoutimi; after late Abbé J. B. A. Ferland, author of a number of works, principally relating to Quebec; b. 1805.

Ferme-Neuve; post office, Ottawa; after a farm which, when cleared, was the last and "newest" cleared on the Lievre river.

Fernetville; post office, Berthier; after Maxime Fernet, first postmaster.

Fieldville; post office, Ottawa; after Thomas Field, farmer.

Figuery; township, Abitibi and Pontiac; after Figuery, Croix de St. Louis, regiment de Bearn (*q.v.*) New France.

Fir Grove; post office, Dorchester; from a grove of fir trees near here.

Fitch; bay, and **Fitch Bay**, post village, Stanstead; after Col. George Fitch, one of the early settlers.

Fitzpatrick; township, Saguenay; after Hon. Sir Chas. Fitzpatrick, Chief Justice, Supreme Court of Canada.

Flahault; township, Bonaventure; after Count de Flahault, sometime French ambassador to Great Britain.

Flanders; post village, Compton; probably after Flanders, an ancient country of Europe, extending along the North Sea from the strait of Dover to the mouth of the Schelde, including portions of modern France, Belgium and Netherlands; portion in Belgium forms present East Flanders and West Flanders; a former province of France.

Fleurant; post office and point, Bonaventure; after the first settler.

Fleuriault; township, Rimouski and Matane; after Charles Fleuriau, one of the Hundred Associates, Secretary of State and Keeper of the Seals under Louis XV.

Flodden; post office, Richmond; probably after Flodden hill, Northumberland, Eng.; at its base, the English, under the Earl of Surrey, defeated the Scots under James IV, 1513.

Flynn; township, Rimouski; after Edmund James Flynn, Commissioner of Crown Lands, Quebec, 1873–82, and 1892–96; Premier of Quebec, 1896–97.

Fontenoy; post village, Richmond; after Fontenoy, village, Belgium; here, 1745, the French (about 70,000) defeated the allied forces (about 50,000).

Forillon; rock (since disappeared) Gaspe cape, Gaspe; from the French "*farillon*" or "*pharillon*," meaning the pan in which fishermen make a light to attract fish at night.

Forsyth; township, Beauce; after — Forsyth, merchant and old resident of Quebec.

Fort; island, Yamaska; "although there is no certain knowledge of the site of the first church and fort, still this island is supposed to have had these buildings and for that reason has been given this name."

Fort Coulonge; post village, Pontiac; after Louis Dailleboust, sieur de Coulonge (*see* Coulonge).

Fortin; township, Gaspe; after Pierre Fortin, M.P.P. for Gaspe, 1867; Commissioner of Crown Lands, Quebec, 1873–74.

Fossambault; fief and seigniory, Portneuf; granted 1693 by Frontenac and Champigny to Alexandre Peuvret de Gaudarville, whose wife was Catherine Nau de Fossambault (widow of Louis de Lauzon, sieur de Gaudarville).

Foster; village, Brome; after Judge S. W. Foster, Knowlton.

Foucault; seigniory, Missisquoi; this seigniory was granted, 1738, by the Marquis de Beauharnois to Sieur Foucault, Councillor in the Supreme Council of Quebec, first clerk of the navy.

Fournier; fief, Montmagny; conceded by Intendant Talon, Nov. 3, 1672, to the Sieur Fournier "trente arpens de terre sur deux lieues de profondeur, à prendre sur le fleuve St-Laurent; tenant d'un coté au Sieur de l'Epinay."

Fourniere; township, Abitibi; after Fourniere, ingenieur, New France.

Fourvieres, Notre-Dame-de; parish, Ottawa; after the church of Notre Dame de Fourvieres, Lyons, France.

Fox; township, Gaspe; probably after Chas. James Fox, 1749–1806, M. P. for Midhurst, 1768, Lord of the Admiralty 1770 and Lord of the Treasury 1773; took part in debate on Quebec Act 1774; name probably suggested by Fox river which traverses the township.

Frampton; township and post office, Dorchester; after Frampton, village, Dorset or Frampton, Lincolnshire, Eng.

Franklin; township, Huntingdon; after Sir John Franklin (1786–1847), Arctic explorer; commanded two land expeditions 1819–22 and 1825–27; also an expedition in the *Erebus* and *Terror* to discover the North West passage, 1845; officers and crews died of starvation.

Franklin Centre; post village, Huntingdon.

Fraserville; town, Temiscouata; after the owners of the seigniory, William and Edward Fraser.

Fréchette; post office, Lévis; probably after the late Louis Honoré Fréchette (1839–1908), poet.

Frelighsburg; village, Missisquoi; after Abram Freligh, a physician who moved here from Clinton, N.Y., in 1800; previously called Conroy Mills after the owner of mills.

Frigate; point, Gaspe; after a frigate wrecked in vicinity.

Frontenac; post office, Lotbinière; after Count Louis de Buade de Frontenac (1620–98) Governor of Canada 1672–82 and 1689—98.

"Versed in books, polished in courts and salons, without fear, incapable of repose, keen and broad of sight, clear in judgment, prompt in decision, fruitful in resources, unshaken when others despaired; a sure breeder of storms in time of peace, but in time of calamity and danger, a tower of strength . . . . it was he who saved the colony and led it triumphant from an abyss of ruin." (Parkman.)

Frost; post village, Shefford; after some early settlers named Frost.

Fugere; bay, Gaspe; possibly from the rank growth of ferns (fougère). Or, a corruption of the name of a former resident, named Fisher.

Fulford; post village, Brome; after Most Rev. Francis Fulford (1803–68) Anglican Bishop of Montreal.

Gabbro; lake, Attikonak river, Ashuanipi; from the rock (gabbro) in its shores.

Gagné; fief, Montmagny; granted by Frontenac, Sept. 3, 1675, to Louis Gagné, *dit* Bellavance.

Gagné; post office, Bonaventure; after M. l'Abbé Jacob Gagné, formerly curé of Maria, Que., and now much interested in colonization.

Gagnon; township, Ottawa; after Chas. Ant. Gagnon, M.P.P. for Kamouraska, 1878–90; Provincial Secretary, Quebec, 1887–90.

Galt; township, Gaspe; after Sir A. T. Galt, (1817–93) one of the "fathers of Confederation;" member for Sherbrooke, 1849 and 1853–72; Minister of Finance, 1857–66 and 1867; High Commissioner, 1880–83.

Gamache; bay and river, Anticosti, gulf of St. Lawrence; after Louis Gamache (1784–1854), the famous smuggler of Anticosti. He "is said to have been on such excellent terms with the devil that he had but to ask him for 'un plein bonnet de bon vent' to receive what he desired."

Gamelin; lake, Ottawa; after Sister Gamelin, foundress of the Sisters of Providence.

Garde; point and **Pointe-a-la-Garde**, post office, Bonaventure; after a detachment of French soldiers stationed here, 1760, to guard the river and "give notice of the advance of the English fleet."

Gardeur; township, Saguenay; after les-Gardeur de Courtemanche, captain of a company of marines; commandant pour le roi on the Labrador coast.

Garennve; point, Yamaska; after one of tde first settlers—end of the 17th century—Jacques Dupuy *dit* Garennve.

Garneau; township and village, L'Islet; after F. X. Garneau, Canadian historian and author.

Garnier; township, Lake St. John; after Father Chas. Garnier, Jesuit missionary, killed by the Iroquois, 1649.

Garthby, township and post village, Wolfe; probably after one of the seven Garths in Wales; *garth* is a Middle English word signifying "a farm" and *by* a Norse word which originally, meant an abode or a single farm and hence, afterwards, came to denote a village, hence *by-law*.

Gascons; bay and village, Bonaventure; tradition—which is notoriously unreliable—says that a shipwrecked Gascon sailor was thrown ashore here, lived the life of a hermit and, when at an advanced age, was found dead.

Gaspe; seigniory, Lotbinière: granted by Beauharnois, March 25, 1738, to Angelique le Gardeur, widow of Pierre Aubert, *dit* de Gaspé

Gaspe; peninsula, Gaspe, Matane and Bonaventure: the question of the derivation of this place-name has been dealt with very fully and ably by Ganong in his "Le Clerq. New Relation of Gaspesia". He states that it first appeared in 1542 in the "Routier" of Jean Alphonse as *Bay of Molues or Gaspé*; it is *Gachepé* and *Gachepay* (Champlain, 1603); *Gaspé* (Champlain, 1613). Various derivations have been put forward, viz.: *Kespèque*, "Bout de la pointe de terre" (Hamel, 1833); *Gachepè Kech'pi* meaning "the end" (Father Vetromile, 1866); Abenaki, *Katsepi8i* "separate"—from the mainland—(Abbé Maurault, 1870). Father Pacifique says that it is a Micmac word, *gespeg*, signifying "end", "extremity" and cites the Micmac names, *Gespogoitg*, for Yarmouth, and *Gespesaoeg*, for Cape Breton, the eastern and western extremities of Nova Scotia. Ganong considers it possible "that *Gaspe* is an abbreviated form of a longer word..................but, in any case, it seems plain that the word means "end" or "extremity". It is, therefore, no doubt descriptive of the geographical position of the place in relation to the territory of the Micmacs." On the other hand, as the Indians Cartier met were Huron-Iroquois, it may be a word from their tongue.

Gaspe; county and bay.

Gaspe and **Gaspe Bay South**; villages. **Gaspe Bay North** and **Gaspe Bay South**; townships, Gaspe.

Gatawagan; lake, upper Ottawa river, Pontiac; from the Algonquin name, *katawagan*, "lake of the caches of provisions for travelling".

Gatineau; fief, St. Maurice; granted by Talon, 1669, to Sieur "Lemoyne, inhabitant of the Cap de la Magdelaine" who seems to have called his fief after a locality in France. Nicolas Gastineau *dit* Duplessis, came to Canada in 1649 and, in 1651, settled at Cap de la Magdelaine. His son, Louis, married Jeanne Lemoine, 1710.

Gatineau; river, Ottawa; after Nicolas Gastineau (d. *ca.* 1683), whose descendants traded on the St. Maurice river, and ,probably, on the Ottawa.
Gatineau Point; villlage, Ottawa.

Gaudarville; seigniory, Portneuf; granted Feb. 8, 1652, to Louis de Lauzon, and named after his mother, Marie Gaudard; in the grant, he is designated "seignior of La Citière and Gaudarville".

Gaudette; post village, Pontiac; after Joseph Gaudette, agent for a firm of lumbermen.

Gauthier; township, Berthier; after A. F. Gauthier, sometime French Consul in Canada.

Gauvin; township, Mistassini; after Chas. E. Gauvin, Superintendent of Surveys, Quebec.

Gayhurst; township, Beauce; after Gayhurst, village, Buckinghamshire, Eng.; literally, "Gay's forest."

Gendreau; township, Pontiac; after Rev. Father Gendreau, O.M.I., connected with the Lake Timiskaming Colonization Society.

Gendron; township, Quebec; after F. A. Gendron, M.P.P., for Ottawa, Que.; or after the wife of Hon. S. N. Parent, *nee* M. L. C. Gendron.

Geneva; post office, Argenteuil; after Geneva, city, Switzerland.

Genoa; post office, Argenteuil; after Genoa, city, Italy.

Genis–des–Terres; river, Gatineau river, Pontiac and Ottawa; after an Indian tribe that inhabited this territory; literally "Inland people;" also called "Têtes des Boules". In Bougainville's "Memoir," 1757, it is stated that "the tribes that trade at Timiskaming post are the Têtes de Boule or Gens de Terres and the Namcosakis who come from the shores of Hudson Bay." In 1767, Henry found ten lodges of *Gens de Terres* at Michipicoton.

Gentilly; seigniory and village, Nicolet; Father L. V. Thibaudier says "The seigniory of Gentilly, as such, has existed since 1676, when it was formed by uniting the fiefs Marsolet, Lefebvre and Pelletier. About 1670, the seminary of St. Sulpice founded above Lachine a school for Indian children which they called Gentilly. Thirty or forty years later the Canadian voyageurs carried the name Gentilly to a locality in Louisiana, which still bears that name."

Bouchette says that Gentilly was granted Aug. 14, 1676, to Michel Pelletier, sieur de la Perade. The name is derived from Gentilly, town, a suburb of Paris.

Georgeville; post village, Stanstead; after George Copp, the first male born in the vicinity.

Geraldine; post office, Huntingdon; after Geraldine, daughter of the first postmaster.

Gethsemani; post office, Saguenay; in New Testament history, a garden east of Jerusalem.

Gilbert-des-Caps; post office, Charlevoix; probably after Gilbert Larouche, first postmaster.

Gilbert; river, Chaudiere river, Beauce; after Clothilde Gilbert, who found a large nugget of gold while watering a horse in the river, 1834.

Gilles; bay, L'Islet; after Gilles Goutreau, one of the first settlers.

Gillies; township, Pontiac; after David Gillies, M.P.P. for Pontiac.

Gingras; post office, Lotbinière; after Napoléon Gingras, postmaster.

Girard; township, Lake St. John; after Joseph Girard, St. Gédéon, M.P.P. for Lake St. John, in 8th and 9th Legislatures.

Glen Iver; post office, Sherbrooke; after one of the first settlers named McIver, farmer.

Glenlivet; post office, Ottawa; after Glenlivet, parish, Banffshire, Scotland, which from Gaelic, *liobh aite*, smooth, polished place.

Glen Sutton; village, Brome; name suggested by Mr. J. M. Ferris, the surroundings doubtless, reminding him of the glens of Scotland, his native land. (See Sutton.)

Gobeil; post office, Charlevoix; after the first postmaster.

Godbout; post office and river, Saguenay; it was known by this name prior to 1670. Nicolas Godbout, pilot, was married at Quebec, 1662; probably after him.

Godefroy; seigniory, Nicolet; after the grantee Jean Baptiste Godefroy, sieur de Linctot, who came to New France about 1626; he became interpreter and rendered valuable services to Champlain; the seigniory conceded by Montmagny, Aug. 31, 1638.

Godefroy; river, Nicolet.

Godmanchester; township, Huntingdon; after Godmanchester, municipal borough, suburb of Huntingdon, Eng., which, probably, so called because a pagan site consecrated to Christian worship.

Goémon; point, and Pointe-au-Goémon, village, Gaspe; from the seaweed (goémon) thrown up on the shore.

Goose; island, Montmagny; stated by the Jesuits in 1663, to be "the inviolate sanctum and breeding grounds of millions of ducks and teal."

Gore; township, Argenteuil; after Sir Francis Gore, Lieut.-Governor of Upper Canada, 1806-11. Or, because it fills a gap, or "gore" between the adjoining townships and seigniory.

Gore; village, Richmond; probably after Sir Francis Gore, Lieut. Governor, Upper Canada, 1806-11. Or, after Gen. the Hon. Sir Chas. S. Gore, G.C.B., (1793-1869); distinguished himself in the Peninsula.

Gosford; township and village, Portneuf; after Archibald (Acheson) 2nd Earl of Gosford, (1776-1849); Governor General of Canada, 1835-38.

Goshen Road; village; Richmond; in Biblical geography, Goshen was a pastoral region in Lower Egypt.

Gosseling Mills; village, Compton; after the late Pierre Gosselin who owned saw mills here.

Gouin; township, Joliette; after Sir Lomer Gouin, Premier of Quebec.

Goupil; village, Arthabaska; after Ephrem Goupelle, postmaster.

Governor; island, Ottawa; purchased by Sir J. A. Chapleau, when Lieutenant-Governor of Quebec.

Goynish; township, Saguenay; corruption of the Indian name meaning "place where they unload." (See Agwanus.)

Gracefield; village, Ottawa; after the late Patrick Grace, general merchant.

Graham; village, Vaudreuil; after William Graham, postmaster.

Gramont; village, Ottawa; probably after Duc Antoine Agénor Alfred de Gramont (1819-80), French diplomatist and politician. Or, after Count Philibert de Gramont (1621-1707), French nobleman at the court of Louis XIV, author of the famous "Memoirs."

Granby; township and town, Shefford; after Granby, village, Nottingham, Eng. Or after John Henry (Manners) 5th Duke of Rutland (1778-1857), *styled* Marquess of Granby, 1779-87; he is "the Duke" in Disraeli's *Coningsby.*

Grand-Capucin; river, Matane; after a rock on the bank of the river which from a distance resembles a Capucin monk.

Grand-Cascapedia; village and river, Bonaventure. *See* Cascapedia.

Grande-Coupe; valley, Gaspe; descriptive.

Grande-Décharge; river, Lake St. John; the larger of the two channels by which the Saguenay "discharges" lake St. John.

Grandison; township, Argenteuil; after George (Mason-Villiers) 2nd Earl Grandison (1751-1800).

Grande-Grève; village. Gaspe; after a wide and long stretch of beach (grève).

Grandes-Piles; village, Champlain; "pile," French for large stone used for pounding or crushing. The Indians used to come here to crush their corn because suitable stones were so easily found.

Grand; river and Grande-Rivière, seigniory, Gaspe; the river so named to distinguish it from another in the same district, known as "Petite rivière."

Grande-Vallée; village and Grande-Vallée-des-

Monts, seigniory, Gaspe; large valley lying between two ranges of the Notre Dame mts.

Grand-Mechins; river, Matane; probably a corruption of "méchant," referring to the rocks near the mouth that cause numerous wrecks.

Grand, Mère; village, Champlain; after a rock separating the two falls in the river; it resembles an old woman seated.

Grand-Metis; village, Matane; *See* Metis.

Grand-Pabos; village, Gaspe; *See* Pabos.

Grand-Pré; seigniory, Maskinonge; July 30, 1695, Frontenac and Champigny granted it to "Pierre Boucher, sieur de Grand Pré, mayor of the town of Three Rivers."
Grand-Pré; village, Maskinonge.

Grantham; township, Drummond; after Grantham, town, Lincoln, Eng.

Granville; seigniory, Kamouraska; seigniory granted October 5, 1707, to Marie Anne Béquart (or Bécard) de Grandville (1677-1767) widow of Pierre Jacques de Joybert, seignior of Soulanges.

Granville and Lachenaye; seigniory, Kamouraska; June 2, 1696, Frontenac and Champigny granted it to Pierre de Becard, sieur de Grandville and Charles Aubert, sieur de la Chesnaye.

Graniteville; village, Stanstead; from the granite quarried here.

Grantham; township, Drummond; after Grantham, town, Lincolnshire, Eng. Or, after Thomas (Robinson) 2nd Baron Grantham (1738–86) Ambassador to Madrid, 1771–79; President, Board of Trade, 1780–82; Secretary of State (Foreign) 1782–83.

Gravel; township, Ottawa; after Rt. Rev. Elphège Gravel, (1838–99), Bishop of Nicolet.

Great Beaver; lake, Argenteuil; translation of Indian name, *misamiko-sakahigan*.

Greece; point, and Greece Point, village, Argenteuil; after John William Greece who, about 1800, purchased the McNab grant of 5,000 acres in Chatham township.

Green; island and river, and Green River, village, Temiscouata; probably from being wooded with evergreen trees.

Grenadier; island,. St. Lawrence river, Huntingdon; from a battery having been erected and a guard stationed here in 1813.

Grenier; township, Saguenay; after Rev. Father Grenier, O.M I., who ministered throughout Quebec, Ottawa and Platsburg, 1850–1904.

Grenville; township, Argenteuil; after Right Hon. William-Windham, Baron Grenville (1759-1834) M.P., 1782–83 and 1784–90; Paymaster General, 1783–89; Vice-Pres. Board of Trade, 1786–89; Speaker of the H. of C., 1789; Home Secretary, 1789; Premier, 1806–07; Or, after George (Nugent-Temple-Grenville) Marquis of Buckingham (1753–1813). See Buckingham.
Grenville; village, Argenteuil.

Gribanne; cape, Saguenay river, Chicoutimi; French name for the flat-bottomed boats formerly used on the Somme and Seine.

Griffin; cove, and Griffin Cove, village, Gaspe; Sir James Lemoine says it is an Anglicized form of Anse au Gris-Fonds, "the cove with a grey bottom."

Grindstone; island, and Grindstone Island, village, Magdalen group; a whimsical translation of French "Isle aux Meules," which contains two little hills that, at a distance, resemble haystacks (meules de foin).

Grondines; point, Portneuf; probably so called after the "grinding" of the submerged rocks during a storm.

Grondines; seigniory, Portneuf; March 20, 1638, the Compagnie de la Nouvelle France granted the fief to Madame de Combalot, Duchess d'Aguillon, for the Dames Hospitalières de l'Hotel-Dieu, Quebec; the fief, later, taking its name from Grondines point, which was included within its limits.
Grondines; parish and village, Portneuf.

Gros-Crapaud; settlement, Gaspe; the ground in the vicinity contains a great many rounded brownish stones which, at first sight, look like petrified frogs.

Gros-Mecatina; township, Saguenay. See Mekattina.

Grosse; island, Montmagny; because larger than the surrounding islands.

Grues; island, Montmagny; after the cranes (grues) that frequent the island.

Guay; village, Lévis; after M. Charles Guay, a prominent citizen.

Guérin; township, Pontiac; after Hon. J. J. E. Guérin, Montreal; M.P.P. for Montreal Centre, 1895–1905; Minister without portfolio, 1897–1905.

Guesclin, du; village, Montmagny; after Bertrand du Guesclin (or Duguesclin) (1320–80) a French commander distinguished in the campaigns against the English and Pedro the Cruel; Constable of France, 1369.

Guigues; township and village, Pontiac; after Mgr. Guigues, first Bishop of Ottawa, 1848–74.

Guillaume-Bonhomme; seigniory, Portneuf; Nov. 26, 1682, de la Barre and de Meulles granted it to Guillaume Bonhomme; also called Belair seigniory.

Guire, de; seigniory, Yamaska; Sept, 23, 1751, Jonquière and Bigot granted the seigniory to Sieur Joseph Deguir (or de Guire) *dit* Desrosiers.

Guyenne; township, Abitibi; after the regiment de Guyenne, formed part of the French force at the battle of the Plains of Abraham.

Hackett; township, Champlain; after M. F. Hackett, M.P.P. for Stanstead, 1892–1900; Provincial Secretary, Quebec, 1895–96.

Ha-Ha; bay and river, Saguenay river, Chicoutimi; a very doubtful explanation is that the French, on first ascending the Saguenay, mistook this bay for the continuation of the Saguenay, and on coming to the end of it cried "Ha! Ha!" This reads like an attempt to make the explanation fit the name. It seems more probable that it has the same derivation as the "haha" fence—"a fence formed by a fosse or ditch sunk between slopes and not perceived till approached—a sunk fence." M. DeCelles says that, in old French, it was used to designate a blind alley or passage and that, in the 17th century, there was a rue des Ha Ha in Paris.

Hadlow; cove, and Hadlow Cove, village, Lévis; after Hadlow, village, Kent, England.

Haldimand; village, Gaspe; after Gen. Sir Frederick Haldimand, Governor General of Canada, 1778–84, who tried to settle his nephews here in 1784.

Halifax, North and Halifax South; townships, Megantic; after Halifax, town, Yorkshire, Eng. Or, after George (Montague-Dunk), 5th Earl of Halifax (1761–71) Lieut. General, 1759; Viceroy of Ireland, 1776–63; First Lord of the Admiralty, 1762.

Hall; river and Hall Stream, village, Compton; after James Hall who settled on the banks of the stream about 1800. The stream, between the 45th parallel and its source, forms the boundary line between Quebec and the United States. For several years prior to the Ashburton Treaty, the so called "republic" of Hall Stream refused to pay taxes to Canada or to New Hampshire.

Halversen; village, Pontiac; after the late Olaus Halversen, a Norwegian who resided here about forty-five years.

Ham North and Ham South; townships, Wolfe; after East and West Ham, suburbs of London; there are twelve other Hams in England.

Hamel; lake, Lake St. John; after Joseph Hamel, Sr., surveyor with the Commission of 1827 charged with the exploration of the Saguenay district.

Hamilton; township, Bonaventure; after Henry Hamilton, Lieut. Governor of Quebec, 1784.

Hampden; township, Compton; after Hampden, parish, Buckingham, Eng. Or, after Robert (Hampden) Viscount Hampden (1705–83).

Hardwood Flat; post office, Compton; because on a road running through a level country, wooded with maple.

Hare; island, Kamouraska; so named by Cartier, after numerous hares seen on it.

Harlaka; railway station, Lévis; Roy says that it is from an Indian word meaning "to whoever can reach it," *i.e.* that as this district was at some distance it belonged (as a hunting ground) to whoever got there first. This does not appear to be a probable explanation.

Harrington; township and village, Argenteuil; probably after Charles Stanhope, 3rd Earl of Harrington (1753–1829); was with Wolfe at the battle of the Plains of Abraham; A. D. C. to Burgoyne in 1777; General, 1802; M. P., 1774–79; *suc.* to the peerage, 1779.

Hartwell; township, Ottawa; after Hartwell, village, Buckingham or Hartwell, village, Northampton, Eng.

Harvey; township, Chicoutimi; after an early settler in Chicoutimi county.

Haseville; village, Missisquoi; after M. Hase, the first postmaster.

Hatley; township and village, Stanstead; after Hatley East, parish, Cambridgeshire, England: village formerly known as Charleston, after Rev. Charles Stewart, English missionary.

Havelock; township, Huntingdon; after Gen. Sir Henry Havelock (1795-1851), the hero of Lucknow.

Hawke; bay and island, Labrador; probably after Admiral Edward Hawke, Lord Hawke (1705-1781), victorious in the action of Oct. 14, 1747, off Finisterre and in the notable victory of Nov. 20, 1759, in Quiberon bay; Admiral and Commander-in-Chief of the Fleet, 1768.

Haystack; mountain, Argenteuil; from its resemblance to a stack of hay.

Hazel Land; village, Argenteuil; after the hazel trees in the vicinity.

Heatherstone; village, Stanstead; probably a Scotch settlement.

Heathton; village, Stanstead; after the descendants of Capt. John Heath who emigrated from the United States in 1800 and settled in this locality.

Hébecourt; township, Abitibi; after Lieut. Col. d'Hébecourt, regiment de la Reine (*q. v.*) New France.

Hébert; village, Megantic; after a family named Hébert, settlers.

Hébert; township, Chicoutimi; after Rev. N. T. Hébert, curate of Kamouraska, in 1852; founder of the colonization society of Kamouraska, which first colonized the county of Chicoutimi; d. 1885.
Hébertville; village, Chicoutimi.

Hedleyville; village, Quebec; after Hedley Anderson, lumberman, who owned the village site.

Height-of-Land; lake, Saguenay; translation of the Indian name, *ojitascutagan*; descriptive of its position on the divide between the waters of the St. Lawrence and of Hudson strait.

Hemison; village, Dorchester; after Count Hemison, progenitor of the Hendersons of Scotland; named by William Henderson, settled here, 1833.

Hemmingford; township and village, Huntingdon; after Hemingford, village, Huntingdon, Eng.: village formerly known as Scriver Corners, after Col. Scriver, one of the first settlers and a prominent citizen.

Henderson Vale; village, Megantic; after a number of settlers named Henderson.

Henri; river, Lotbinière; after Sir Henri Joly de Lotbinière, late Lieut. Governor of British Columbia.

Henryville; village, Iberville; after Edme Henry, agent for seignior Burton when this settlement was first formed.

Herdman; village, Huntingdon; after Henry Herdman, an early settler in the locality.

Hereford; township, town, and mountain, Compton; after Hereford, county, England, which means "the ford of the army".

Heron; island, Laprairie; in 1611, the Indians told Champlain that "there were so many herons that the air was darkened with them."

Heron; island, Montmagny; probably because a favorite resort of these birds.

Hérouville; village, Champlain; after the Rev. M. S. Héroux, missionary.

Heu; point, Charlevoix; descriptive; an old French word meaning safe anchorage for vessels.

High Falls; post office, Ottawa; after the falls, 160 feet high, in the Lièvre river.

Hillcrest; village, Megantic; descriptive of locality.

Hill Head; village, Argenteuil; Thomas Morrison a Scotchman, who settled here in 1828, called his farm "Brae Heid" which title gradually changed to Hill Head and was applied to the settlement.

Hinchinbrooke; township, Huntingdon; possibly after Hinchin Brooke, mansion, Huntingdon, Eng. Probably, after John Montagu 5th Earl of Sandwich (1747-1816) *styled* Viscount Hinchinbrooke till 1792; M. P. 1765-74; Postmaster General, 1807.

Hincks; township, Ottawa; after Sir Francis Hincks (1807-85). Inspector General, 1841 and 1848-53; Prime Minister, 1851-54; Governor, Windward Is., 1855; later, Governor of British Guiana; knighted, 1869.

Hochelaga; county; Abbe Mainville thinks it is a corruption of the Iroquois word "*oserake*" for which three meanings are given, viz., "beaver-dam", "where they make axes" and "wintering place".

Hocquart; township and village, Temiscouata; after Giles Hocquart, 11th Intendant of New France, 1729-48.

Hollands Mills; village, Ottawa; after the owner of a saw-mill.

Holton; village, Chateauguay; after Hon. L. H. Holton (1817-80), M.P. for Chateauguay, 1863-1880: formerly Hope Corners, after Geo. Hope.

Honfleur; village, Bellechasse; after Honfleur, France, the birth place of Jacques Cartier.

Hope; township, Bonaventure, after Col. Henry Hope, Lieut. Governor of Canada, 1785.
Hopetown; village, Bonaventure.

Horton; township, Nicolet, and Arthabaska; after R. J. Wilmot Horton, M.P., who supported a scheme of assisted emigration, 1826.

Houtelas; island, Nicolet; after Charlotte Houtelas, a former owner of the island.

Howard; township, Argenteuil; after the wife of Sir Guy Carleton, Lady Maria Howard, (1754-1836) daughter of Thomas Howard, Earl of Effingham.
Howard Valley; village, Argenteuil.

Howick; village, Chateauguay; after Henry (Grey) 3rd Earl Grey (1802-79), *styled* Viscount Howick, 1807-45; Under Sec. of State for the Colonies, 1830-33; Secretary at War, 1835-39; Colonial Secretary, 1845-62. The village was settled in 1833.

Huberdeau; village, Argenteuil; after the late Rev. Huberdeau, formerly curé of St. Jacques de Montreal, and of Albany, N.Y.; d. 1887.

Hubert; seigniory, Quebec; June 10, 1698, Frontenac and Champigny granted it to Sieur Réné Louis Hubert.

Huddersfield; township, Pontiac; after Huddersfield, city, Yorkshire, Eng.

Hudson; village, Vaudreuil; named, about 1865, by Dr. Matthews after his wife's maiden name.
Hudson Heights; village, Vaudreuil.

Hugh; mountain, Abitibi; after Dr. Hugh Robert Mill, sometime, Librarian, Royal Geographical Society.

Hull; township and city, Ottawa; after Hull, city, Eng. The parents of Philemon Wright, founder of Hull, lived in Hull, Eng., prior to their settlement in Woburn, Mass.

Humqui; township, Matane; Indian name meaning "place of amusements". *See* Amqui.

Hunter Point; village, Pontiac; after one of the first settlers.

Hunterstown; township and village, Maskinonge; after Gen. Peter Hunter (1746-1805) Governor of Upper Canada, 1799, and Commander-in-Chief of the forces in Canada.

Huntingdon; county and town; after Huntingdon county, England, signifying "Hunter's hill." The town was, formerly, called Bowron, after Wm. Bowron, appointed Crown Lands agent here, 1822.

Huntingville; village, Sherbrooke; after early settlers by name of Hunting.

Iberville; seigniory; after Pierre le Moyne, sieur d'Iberville (1642-1706), 3rd son of le Moyne de Longueuil; Iberville, after an estate, near Dieppe, France. Iberville commanded an expedition that captured Fort Nelson, 1686; he successfully invaded Newfoundland, 1697; commissioned to explore the mouth of the Mississippi, and to erect a fort near it, 1698.
Iberville; township, Saguenay.
Iberville; county.
Iberville; town, Iberville.

Ile-aux-Noix; village and Noix, island, St. Johns; so called because, when first discovered, there were walnut trees (noyers) on the island.

Inlet; village and creek, Ottawa; so named because the post office is situated at the inlet of the stream emptying into Big Lake.

Inverness; township and village, Megantic; after Inverness, Scotland, which means "at the confluence of the Ness" river with the Beauly.

Ireland; township, Megantic; settled by Irish; after their native land.

Iron Hill; village, Brome; named by Col. Knowlton, probably after iron ore found in the hill.

Ironside; village, Ottawa; after the iron mines in the vicinity.

Isle-aux-Grues; village, Montmagny; after the cranes (grues) which frequent the island.

Isle-Dupas; village, Berthier. *See* Dupas.

Isle-Perrot; village, Vaudreuil. *See* Perrot.

Isle of Skye; village, Huntingdon; after Skye island, Inverness-shire, Scotland, which probably from Irish "*scaith*," Gaelic "*sgiath*," a "wing."

Isle-Verte; island, Temiscouata; the island so named by Champlain, after the beautiful verdure.
Isle-Verte; seigniory and village, Temiscouata.

Itomami; lake, Saguenay and Mistassini; discharges into the Kaniapiskau and Manikuagan rivers; Indian name, meaning "lake with two outlets."

Itomamo; lake, Bersimis river, Chicoutimi, Indian name meaning "lake with two outlets."

Ives; village, Wolfe; after late Hon. William Bullock Ives, Sherbrooke, M.P. for Richmond and Wolfe, 1878-91, Minister of Trade and Commerce, 1894-96.

Ivry; village, Temiscouata; after Ivry-sur-Seine, town, virtually a suburb of Paris, France. Or, Ivry-la-Bataille, village, Eure, France; here, Mar. 14, 1590, Henry IV. defeated the duc de Mayenne.

Ixworth; township, Kamouraska; after Ixworth, village, Suffolk, Eng.

Jacques-Cartier; county, Montreal island; after Jacques Cartier (1496-1552), the celebrated French navigator; made three voyages to Canada; 1534, explored the gulf of St. Lawrence; 1535, ascended the St. Lawrence to Montreal; 1541-42, made an unsuccessful attempt to colonise Canada.
Jacques-Cartier; seigniory, Portneuf.
Jacques-Cartier; river, Portneuf.

Jamieson; village, Megantic; after an early settler.

Jarnac; village, Ottawa; after Jarnac, town, Charente, western France; here, March 13, 1569, the duc d'Anjou defeated Condé and Coligny.

Jeanne d'Arc; village, Ottawa; after Joan of Arc (1412-31), "The maid of Orleans;" the French national heroine.

Jérémie; islands, Saguenay; after Noel Jérémie, an early trader.

Jersey; township, Beauce; after Jersey, island, Channel islands, and which means "Cæsar's isle."
Jersey Mills; village, Beauce.

Jersey; cove, and Jersey Cove; village, Gaspe; after settlers in vicinity who came from the island of Jersey.

Jesus; island, mouth of Ottawa river; granted Oct. 27, 1676, by Talon to Rev. Father Dablon; Oct. 23, 1699, de Callieres and Champigny renewed the concession to Mgr. François de Laval, Bishop of Quebec, and to the ecclesiastics of the seminary of Quebec (Jesuits). The island was first called isle de Montmagny but, after the grant, name was changed to present one.

Jetté; township, Matane; after Sir Louis Jetté, Lieut. Governor of Quebec.
Jetté; village, Nicolet.

Jeune, le; township, Champlain; after Rev. Father Paul le Jeune; arrived in Canada, 1632.

Jeune-Lorette; village, Quebec; when the remnant of the Huron Indians removed here they gave it the name in remembrance of, and to distinguish it from, their former settlement at Ancienne-Lorette (*q.v.*).

Joanne; township, Pontiac; after de Joanne, Croix de St. Louis, regiment de Languedoc (*q.v.*), New France.

Jogues; township, Lake St. John; after Rev. Father Jogues, Jesuit missionary, killed by the Iroquois, 1646.

Johnson; mountain, Iberville; after Maj.-Gen. Sir John Johnson (1742-1830), fourth owner of Monnoir seigniory, within the limits of which Mount Johnson village is situated. Sir John became seignior of Monnoir in 1794 and lived there till 1826.

Johnville; village, Compton; after the Hon. John Sewell Sanborn, Senator, 1867–72; Judge of Superior Court, Que., 1872–77.

Joli; mountain, Matane; after the beautiful view from the mountain.

Joliette; seigniory, Levis; April 30, 1697, Frontenac and Champigny granted it to Louis Jolliet (1645-1700), who, in 1673, explored the Mississippi, Fox, Wisconsin and Illinois rivers; Jolliet was also granted the seignory of Mingan, 1679, and of Anticosti, 1680.
Joliette; county.
Joliette; township, Joliette and Berthier.

Joliette; town, Joliette; after its founder, Hon. Barthélemy Joliette; prior to 1864, it was called "Industry."

Jolliet; bay, Lévis; after Louis Jolliet, the explorer.

Joly; township, Ottawa; after Hon. Sir Henri Gustave Joly de Lotbinière, Premier of Quebec, 1878-79, Minister of Inland Revenue, 1896, Lieut. Governor of British Columbia, 1900.

Jonquière; township and village, Chicoutimi; after Jacques Pierre de Taffanel, Marquis de la Jonquière (1686-1752), Governor of New France, 1749-52.

Joynt; village, Ottawa; after Robert Joynt, postmaster and first settler in the vicinity.

Juggler; mountain, Abitibi; from its resemblance to the tents used by the Indians conjurors, it has been called the "juggler's house."

Julien; village, Portneuf; after F. Julien, postmaster.

Jupitagon; river, Saguenay; corruption of the

Indian (Montagnais) name, *shuahupitagon*, "to grind"; so called because whetstones are taken from this river.

Kabana; lake, Nottaway river, Abitibi; Montagnais, *kapano*, "good landing place."

Kabistachuan; bay, lake Mistassini, Mistassini; Montagnais name, *kapishiteuishuan*, "where there is nothing but foam."

Kachikakakusiats; lake, Mistassini; Indian name meaning "pinched-neck."

Kachikaki; lake, Ottawa; Algonquin name, *kashikakowang*, "where there are skunks."

Kagema; lake, Desert river, Gatineau river, Pontiac; Algonquin name, *waickwagama*, "head of the lake."

Kaine; township, Maskinonge; after Hon. John C. Kaine, M.P.P. for Quebec West, Minister without portfolio.

Kamatose; lake, Pontiac; Indian name, *kamatwesing*, "where they hear a noise."

Kamilikamak; lake, Ouiatchuan river, Quebec; Indian name, meaning "blueberry lake."

Kammitikaskwa; river, Shosokwan river, Ottawa river, Pontiac; Algonquin, *kametikaskuweiak*, "river where there is hard-wood."

Kamouraska; seigniory, Kamouraska; Indian name meaning "where there are rushes or hay on the other side of the river."
Kamouraska; county.
Kamouraska; village, Kamouraska.

Kanatwayas; river, near Manikuagan, Saguenay; Montagnais name meaning "broken current."

Kanikawinika; lake expansion of upper Ottawa, Pontiac; Algonquin, *kamkauwiaukats*, "slope of sand."
Kanikawinika; island, Nottaway river, Abitibi.

Kanikitokama; lake, upper Ottawa, Pontiac; Algonquin, *kanikitowagamak*, "lake that forks."

Kanimina; lake, upper Ottawa, Pontiac; Algonquin. *kaminikak*, "blueberry lake."

Kaniwakana; lake expansion of Ottawa river, Pontiac; Algonquin, *kaniwakamak*, "lake that lowers."

Kantuagama; lake, Pontiac; Algonquin, *kandekegama*, "lake with a bay on one side."

Kapitachuan; lake and river, upper Ottawa, Pontiac; Algonquin, *kapiadgiwang*, "that flows in this direction."

Kaskouia; river, Chicoutimi; Indian name; Father Lemoine gives, *lekaskuiau*, signifying "sandy, grassy point" (of land).

Katevale; village, Stanstead; the parish of Ste. Catherine de Hatley is situated in a fine valley extending from lake Magog to lake Massawippi. Valley of Catherine, hence, Katevale.

Kawachagami; lake, Mistassini; Indian name, meaning, "clear water."

Kawapashashat; river, Migiskun river, Abitibi; Indian name, meaning "white river."

Kawasachan; lake and river, Pontiac; Algonquin, *kawaseiadjiwang*, "bright-current river."

Kawashaketa; lake, tributary to Grand lake Victoria, Pontiac; Algonquin, *kawashikamak*, "clear lake."

Kawasitagawish; lake, Saguenay; Indian name, meaning "lake where the sand lies."

Kawikwanipinis; river, branch of Manikuagan river, Saguenay; Montagnais, *kawikwanipinis*, "little bark river."

Kazabazua; river and village, Ottawa; Algonquin, *kagibadjiwang*, "river that flows underground."

Kegashka; bay, Saguenay; Indian name meaning "bay on each side of the point" (a peninsula).
Kegashka; township, village and river, Saguenay.

Kekek; river, tributary to the Migiskun, Abitibi; Algonquin name meaning "hawk."

Kelly Mills; village, Megantic; after Patrick Kelly, postmaster.

Kelvin Grove; village, Huntingdon; after river Kelvin, Glasgow, Scotland.

Kempt Station; village, Rimouski; after General Sir James Kempt (1765-1854); Quarter Master General of forces in North America, 1807; distinguished himself in the Peninsula and at Waterloo; Governor of Nova Scotia, 1820-28; Governor General of Canada, 1828-1830.
Kempt Road Hill; village, Bonaventure.

Kenamou; river, Saguenay, and Labrador; Indian name, *kenukamu*, meaning "long river."

Keniapiskau; lake, Broadback river, Abitibi; Indian *kinoapiskan*, meaning "long, rocky lake."

Kenogami; lake, Chicoutimi; Indian name, meaning "long lake."
Kenogami; township and village, Chicoutimi.

Kenogamish; lake, Lake St. John; Indian name, meaning, "little long lake."

Kensington; township, Ottawa; after Kensington parish, London, Eng., which means the "town of Kensings."
Kensington; village, Huntingdon.

Kewagama; lake and river, Kinojevis river, Ottawa river, Pontiac; Algonquin name, meaning "lake that seems to return."

Kiamika; river and lake, Ottawa and Montcalm; Indian name, meaning "steep rock."
Kiamika; township and village, Ottawa.

Kiask; lake, Nottaway river, Abitibi; Indian name, meaning "gull."

Kichiwapistukan; lake and river, near Manikuagan, Saguenay; Montagnais name meaning "big white cape."

Kiekiek; lake, Kenogami river, Kinojevis river, Ottawa river, Pontiac; Algonquin name meaning "hawk lake."

Kiemawisk; lake, Harricanaw river, Abitibi; Indian name meaning "pike lake."

Kikaskwatagan; portage, near Manikuagan, Saguenay; Montagnais name meaning "obstructed by brushwood."

Kikendatch; river and lake, upper St. Maurice, Champlain; Algonquin name meaning "kettle," applicable where the rocky bank or bed is hollowed out in the form of a kettle.
Kikendatch; valley, St. Maurice river, Champlain.

Kikokonteka; Abenakis name for the Chaudiere river; signifying "river of fields,"

Kilbain; village, Huntingdon; probably after Kilbane, village, Clare, Ireland.

Kildare; township and village, Joliette; after Kildare, county and town, Ireland, which from Scotic "*cill-dara*," "the church of the oak" — the oak under which St. Bridgid constructed her little cell.

Kilkenny; township and lake, Terrebonne and Montcalm; after Kilkenny, county and town, Ireland; which from Irish "St. Cainnich's (Canice) church."

Killaly; township, Ottawa; after Hon. H. H. Killaly, Chairman of Board of Works, 1841–46, and Asst. Commissioner of Public Works, 1851-67.

Killowen; village, Argenteuil; probably after Killowen, village, Down, Ireland; there are four other Killowens in Ireland.

Kimberley; village, Megantic; after Kimberley, South Africa, which after John (Wodehouse) 1st Earl of Kimberley (1826–1902), an English statesman; Secretary of State for the Colonies, 1870–76 and 1880–82.

King Corner; village, Megantic; after two families named King residing here.

Kingsbury; village, Richmond; named, 1868, after the late E. F. King, P. O. Inspector, Montreal district.

Kingscroft; village, Stanstead; after an early settler named King.

Kingsey; township and village, Drummond; after Kingsey, parish and village, Oxfordshire, Eng.
Kingsey Falls; village, Drummond.

Kinnears Mills; village, Megantic; after the late James Kinnear, mill owner.

Kinogisanan; river and lake, Ottawa; Indian name, meaning "pike nose."

Kinojevis; lake and river, Pontiac; from the Indian *kinojisish* "little pike."

Kipawa; lake and river, Pontiac; Indian name meaning, freely translated, "a very narrow passage between steep rocks."
Kipawa; village, Pontiac.

Kirkdale; village, Drummond; said, locally, to have been named in 1872, by the late Edmund T. Patterson, after a place in Ireland (England?) where he attended school; probably after Kirkdale, Lancashire, or Kirkdale, Yorkshire, Eng.

Kirks Ferry; village, Ottawa; after John Kirk, a former resident of this locality.

Kirwan; village, Pontiac; after the earliest settlers in this locality; Edward P. Kirwin was first postmaster.

Kiskisink; lake, Quebec; Algonquin name meaning "little cedar lake."
Kiskisink; village and river, Quebec.

Kitchigàma; lake, Nottaway river, Abitibi; Indian name, signifying "big lake."

Knowlton; village, Brome; after Col. Paul Holland Knowlton (1787-1863), who opened the first store here, 1834; at the time of his death, was a Legislative Councilor.

La-Baie; village, and La-Baie-du-Febvre, parish, from a bay on the south side of lake St. Pierre; and du Febvre after the first seignior, Jacques le Febvre.

La-Baie-Shawinigan; village, St. Maurice; after the bay in the river St. Maurice, near the mouth of the river Shawinigan (*q.v.*).

La-Baleine; village, Charlevoix; after a whale (baleine) that was stranded on the shoal in this vicinity when Canada was a French colony.

Labarre; township and village, Lake St. John; after le Febvre de la Barre, Governor of New France, 1682-85.

Labelle; township, village and electoral division, Ottawa; after Rev. F. X. A. Labelle, parish priest of St. Jérôme, Que. He did much for colonization and was largely instrumental in having the Montreal and Western Ry. built from St. Jérôme to Labelle. Village was, formerly, called Iroquois Chute.

Labrecque; township, Chicoutimi; after Mgr. M. T. Labrecque, R.C. Bishop of Chicoutimi.

Labrosse; township, Chicoutimi; after Rev. Jean Baptiste de la Brosse, a missionary to the Montagnais.

La-Butte; village, Bonaventure; descriptive of numerous hills in the district.

L'Acadie; parish, St. Johns; Père Vetromille considers it traceable to the Micmac "academ" (we dwell), that is "our village"—location.

L'Acadie; village, St. Johns; named by a French Acadian refugee, after Acadia (Nova Scotia).

Lacaille; river and point, Montmagny; after Adrien d'Abancourt *dit* Lacaille, who was drowned near here in the spring of 1640.

Lac-Clair; village, Chicoutimi; after a lake on the banks of which the village is built and which has remarkably clear water.

Lachenaie; seigniory, L'Assomption; after Charles Aubert de la Chesnaye, who bought the seigniory from Pierre le Garbeur de Repentigny.
Lachenaie; village, L'Assomption.

La-Chevrotière; seigniory, Portneuf; after M.

Chavigny de la Chevrotière, to whom it was granted prior to 1652.

La-Chevrotière; village and river, Portneuf.

L'Achigan; parish, lake and river, Montcalm; from the Indian *manashigan*: the French called this fish achigan (bass?).

Lachine; town and rapid, Jacques-Cartier; the name Lachine was given in derision to the seigniory of la Salle, owing to the failure of his expedition of 1669 in search of a passage to China; or, from the pretensions that he would discover a route to China. Called, at first, fort la Chine, later, fort Remy.

Lachute; town, Argenteuil; from the falls (chutes) in the North river here; formerly written, La Chute.

Lac-Mercier; village, Terrebonne. *See* Mercier.

Lac-Nantel; village, Terrebonne; after the late Pierre Nantel, a noted hunter who resided in the vicinity. *See* also Nantel.

Lacolle; seigniory, village and river, St. Johns; French word for paste or glue, was applied to the river on account of the difficulties of navigation by small boats. Seigniory also called Beaujeu, after Daniel Lienard de Beaujeu, to whom it was granted, 1743.

Lacoste; township, Charlevoix; after Sir Alex. Lacoste, Chief Justice of Court of King's Bench, Quebec.

Lac-Poulin; village and lake, Beauce; after the first settler.

Lac-Windigo; village and lake, Ottawa; a name applied by the Indians to a semi-devil who is a cannibal.

Ladds Mills; village, Stanstead; after a family named Ladd, first settlers; Ira Ladd, first postmaster.

La-Décharge; village, Chicoutimi; because situated near the outlet (décharge) of the Saguenay river from lake St. John.

La-Durantaye; seigniory, Bellechasse. *See* Durantaye, la.

Lady Beatrix; lake, Abitibi; after the daughter of Lord Lansdowne, Governor General of Canada 1883-1888.

Ladysmith; village, Pontiac; after Ladysmith, South Africa; named at the time of the relief of its namesake. Formerly called Thorne Centre. Ladysmith, S.A., was named after Lady Smith, *née* Juana Maria de los Dolores de Leon, wife of Maj.-Gen. Sir Harry Smith, Governor and Commander-in-chief at Cape of Good Hope, 1847.

Laflèche; township, Saguenay; after Mgr. Laflèche, first R. C. Bishop of Three Rivers.

Lafontaine; township, L'Islet; after Sir Louis Hypolite Lafontaine (1807-64) Premier, 1848-51; Chief Justice, Lower Canada, 1853.

Laforce; township, Gaspe; after Major Pierre Laforce, who served in war of 1812; grandfather of Sir Hector Langevin.

Lagorgendiere; township, Saguenay; after Joseph Fleury de la Gorgendière, who, as one of the heirs of Louis Jolliet, inherited a portion of Mingan fief, 1725.

Lagrange; settlement, Missisquoi; after Abraham Lagrange, who, in 1796, bought property and built mills here.

Lairet; river, Quebec; after François Lairet, one of the first settlers of Charlesbourg; lived near the river.

Lake Aylmer; village, Wolfe. *See* Aylmer.

Lake Beauport; village, Quebec. *See* Beauport.

Lake Edward; post office and railway station, Quebec. *See* Edward.

Lake Etchemin; village and parish, Dorchester. *See* Etchemin.

Lakefield; village, Argenteuil; descriptive of locality: formerly called North Gore, after Gore township in which situated.

Lake St. Mary; village, Ottawa; after Mary Leveillé, mother of the first Canadian family that lived in the township.

Lakeside; village, Jacques Cartier; descriptive of its position on lake St. Louis.

Lakeview; village and lake, Argenteuil; descriptive; the lake previously known as Macdonald lake.

Lakeview House; village, Portneuf.

Lake Weedon; village, Wolfe. *See* Weedon.

Lalande; township, Saguenay; after Jacques de Lalande, sieur de Guyon, joint concessionnaire of the Mingan islands; established fishing stations at Mekattina and St. Mary island.

Lalemant; township, Chicoutimi, and post village, Pontiac; after Rev. Father Chas. Lalemant, (1592-1664,) Jesuit missionary, came to Quebec 1625.

La-Macaza; village, Ottawa; Father d'Allard says:—after an Indian named Marc, who lived on the shore of Macaza lake; therefore, Marc-see, corrupted to Marc-aza or Macaza. *See* Macaza.

La-Mare; village, Two Mountains; descriptive; a "pond" or "pool" near the village.

Lamartine; village, L'Islet; probably after Alphonse Marie Louis Lamartine, (1790-1869), a celebrated French poet.

Lambton; township and village, Beauce; after John George (Lambton), Earl of Durham (1792-1840), Governor General of Canada, 1838. *See* Durham.

La-Minerve; township, Ottawa; after *La Minerve*, a Montreal newspaper.

La-Motte. *See* Motte.

Lanaudière; seigniory, Maskinonge; after Charles Francis Tarieu de Lanaudière, to whom it was granted, 1750.

Landreville; village, Beauharnois; after Landry, the first postmaster.

Langelier; township, Champlain; after François Langelier, now Judge of Superior Court, Que.

Langevin; township and village, Dorchester; after Sir Hector Langevin (1828–1906) Minister of Public Works.

Languedoc; township, Abitibi; after the regiment de Languedoc, formed part of Montcalm's force in the battle of the Plains of Abraham.

Lanoraie; seigniory, parish and village, Joliette; after Sieur de la Noraye, to whom the seigniory was granted, 1688.

L'Anse-à-la-Barbe; village, Bonaventure; when the first fishermen commenced to put into this bay, they several times injured their boats on an invisible object. After much search they found two little pointed stakes which seemed to be solidly fixed in the bottom and which they were, at first, unable to raise. When they succeeded, they found them to be the fins of an enormous whale. *See* Barbe.

L'Anse-au-Beaufils; village, Gaspe; a corruption of Bonfils, a French nobleman who passed a summer at Percé, fishing and hunting.

L'Anse-à-Brillant; village, Gaspe: "bright bay," when the sun rises, it shines in the bay with dazzling brightness. Roy says: after the Brillant family, residents, came from Quebec.

L'Anse-au-Foin; village, Chicoutimi; from the abundance of marsh hay.

L'Anse-a-Gilles; village, L'Islet; after Gilles Goutreau, one of the first settlers.

L'Anse-à-la-Louise; village, Gaspe; after a small vessel, the "La Louise," that was wrecked in the bay.

La Patrie; village, Compton; a French Canadian who had returned to Canada after a long residence in the United States, named his house "La Patrie"; later, the name was adopted for the principal village.

La Plaine; village, Terrebonne; after an extensive plain.

La Pause. *See* Pause.

Laprairie; seigniory; a large part of the seigniory was level, prairie land; granted to Jacques de la Ferté, Abbé de la Magdeleine, one of the company of the Hundred Associates; first called "La-Prairie-de-la-Magdeleine."
Laprairie; county and village.

La-Reine; township, Abitibi; after the regiment de La Reine; formed part of Montcalm's force in the battle of the Plains of Abraham.

Larochelle; village, Megantic; after the sea port of La Rochelle, France.

Larocque; township, Gaspe; after Rt. Rev. Paul Larocque, Bishop of Sherbrooke.

Lartigue; township, Chicoutimi; after Rt. Rev. J. J. Lartigue, Bishop of Montreal, suffragan to Bishop of Quebec; subsequently became the first Roman Catholic Bishop of Montreal, 1836; b. 1777.

Larue; township, Quebec; after Dr. Hubert Larue, professor, Laval University, Quebec.

La Salle; township, Portneuf; after Robert Cavalier, sieur de la Salle (1643–87), killed near Trinity river, Texas. He seems to have taken the surname "de la Salle" from an estate in the neighborhood of Rouen. He discovered the Ohio and Illinois and, in 1682, descended the Mississippi to its mouth.

La-Sarre; township, Abitibi; after the regiment de La Sarre, formed part of Montcalm's force in the battle of the Plains of Abraham.

L'Ascension; village, Montcalm; in 1886, Mgr. Labelle visited this place and, on Ascension Day, planted a cross, naming the place "L'Ascension."

Laterrière; township and village, Chicoutimi; after Pierre de Sales Laterrière (1747–1834); sometime M. L. A., Lower Canada; author of "Political Account of Lowe r Canada."

La Tesserie; fief, Portneuf; after Demoiselle de la Tesserie, to whom it was granted, 1672.

Lathbury; township, Ottawa; after Lathbury, village, Buckinghamshire, Eng.

La-Tuque; mountain and village, Champlain; from the appearance of the mountain, which was thought to bear some resemblance to the woollen tuques worn by the habitants.
La Tuque Junction; village, Portneuf.

Launay; township, Pontiac and Abitibi; after Lieut. Col. de Launay, régiment de Guyenne (*q. v.*) New France.

Laure; township, Quebec; after Rev. Father Pierre Laure, Jesuit missionary at Tadoussac, 1720-37.

Laurentide; mountains; after the St. Lawrence river; name is applied to the hills lying north of the river; named by the late F. X. Garneau, historian.

Laurier; mountain, Abitibi; after the Rt. Hon. Sir Wilfrid Laurier, Premier of Canada since 1896.
Laurier; village, Lotbinière.
Laurier; township, Champlain.
Laurierville; village, Megantic.

Lauzon; seigniory and village, Levis; after Jean de Lauzon, Governor General of Canada, 1651-56.

Laval; county; after François de Laval de Montmorency (1622-1708), first R.C. Bishop of Canada; Bishop of Petrea and Vicar Apostolic of Nouvelle France, 1658; Bishop of Quebec, 1674.
Laval; parish and village, Montmorency.
Laval; township, Saguenay.

Lavaltrie; seigniory, Berthier; granted Oct. 29, 1672, by Talon to Séraphin Marganne, sieur de la Valtrie.
Lavaltrie; village and river, Berthier, and Lavaltrie Station, post office, Joliette.

L'Avenir; village, Drummond; after *L'Avenir*, a newspaper published between 1847 and 1852.

Laverlochère; township, Pontiac; after Father Jean Nicolas Laverlochère, O.M.I., who worked for forty years among the Indians of Timiskaming.

La-Vernière; village, Gaspe; after the alders (vernes) that flourish in the vicinity.

Laviolette; township, Maskinonge; after Sieur de Laviolette, founder of Three Rivers.

Lavoie; township, Quebec; after Chas. O. Lavoie, an officer of the Dept. of Lands and Forests, Quebec.

Lawrenceville; village, Shefford; after Henry Lawrence, first settler.

Leadville; village, Brome; after a lead mine that was in operation when the office was established in 1896.

Learned Plain; village, Compton; after Alden Learned, first settler; here in 1823.

Lebarge; village, Chateauguay; after late Edouard Lebarge, M.P.P. for county.

Leclercville; village, Lotbinière: after Pierre N. Leclerc, farmer.

Leeds; township and village, Megantic; after Leeds, city, Eng., which from ancient name "Loidis", "the people's town", (Anglo-Saxon, *leod*, "the people").

Lefebvre; seigniory, Yamaska. *See* Baie-du-Febvre.

Le Gardeur. *See* Gardeur, le.

Le-Gouffre; river, Charlevoix; French word meaning "gulf"; so named by Champlain from the appearance of the mouth of the river.
Le-Gouffre; seigniory, Charlevoix.

Les-Grands-Deserts; village, Quebec; after the extensive sand plains in the vicinity.

Le-Jeune; township, Champlain; after Rev. Father Paul le Jeune, Jesuit missionary; arrived in Canada 1632.

Lemesurier; village, Megantic; after the maiden name—Le Mesurier—of the wife of the late Hon. George Irvine. Mr. Irvine represented Megantic in the Legislative Assembly from 1863-67, from 1867-76 and from 1878-84, and in the House of Commons 1867-72.

Lemieux; village, Nicolet; after the Hon. Rodolphe Lemieux, Postmaster General, b. 1866: previously known as Forestdale, from the forest surrounding it when the office was first opened.

Lemoine; township, Abitibi; after the LeMoine family—Sir James LeMoine, Rev. G. L. LeMoine, ex-chaplain of the Ursulines, etc.

Leneuf; township, Saguenay; after Rev. Father Leneuf, Jesuit missionary in New France.

Lennoxville; village, Sherbrooke; after Charles Gordon Lennox, fourth Duke of Richmond (*q. v.*); Governor General of Canada, 1818-19.

Leo XIII; lake, Ottawa; after Pope Leo XIII.

Lepage; seigniory, Rimouski and Matane; granted by Frontenac and Champigny, Oct. 14, 1696, to Lepage and Gabriel Thibierge: an augmentation was granted May 7, 1697: also known as Thibierge.

L'Epinay (or Lepinay); seigniory, Montmorency; granted byde Callieres and Champigny, April 7, 1701, to the Sieur de l'Epinay (or Lepinay).

L'Epiphanie; village, L'Assomption; so called because the Seminary of St. Sulpice, proprietors of the seigniory of St. Sulpice—of which L'Epiphanie forms a part—each year sent their agent to collect the seignioral dues. The agent invariably arrived at the seignorial manor house on the evening of the "fête des Rois".

Lèry, de; seigniory, St. Johns; April 6, 1733, Beauharnois and Hocquart granted this seigniory to Sieur Chaussegros de Léry.

Lesage; township, Ottawa; after Siméon Lesage, Deputy Minister of Public Works, Quebec.

Les-Eboulements; village and mountain, Charlevoix; this name commemorates the earthquake of 1663; the Jesuit Father Lalement states that a mountain on the bank of the river was moved and became an island, and that a good harbour was formed where, previously, there had been rocks and shoals. *See* Eboulements.

Les-Ecureuils; village, Portneuf; *See* Ecureuils, parish.

Les-Escoumains; village, Saguenay; *See* Escoumains.

Les-Fonds; village, Lotbinière; so called because located at the bottom of a valley.

Les-Grandes-Bergeronnes; Saguenay; *See* Bergeronnes.

Leslie; township, Pontiac; after Hon. James Leslie, Provincial Secretary, 1850-51.

Lessard; seigniory, Rimouski; granted by Frontenac and Champigny, Mar. 8, 1696, to Pierre Lessard and Barbe Fortin, his wife.

Lessard; seigniory, L'Islet; granted by Frontenac and Champigny, June 30, 1698, to Sieur Pierre Lessard.

Lessard; village, Beauce; after L. Lessard, postmaster.

Les-Saules; village, Quebec; from the large number of willow trees (saules) in the vicinity of the village.

Letellier; township, Saguenay; after Hon. Luc Letellier de St. Just, Lieut.-Governor of Quebec, 1876-79.

Leverrier; township, L'Islet; after Urbain Jean Joseph Leverrier (1811-75), celebrated French astronomer, who shares with J. C. Adams the honour of discovering the planet Neptune, in 1846; director of Paris observatory, 1854.

Lévis; county; after General Lévis, second in command to Montcalm in 1759; won the battle of St. Foy; in 1783, created duc de Lévis and Marshal of France.
Lévis; city; formerly Aubigny, after Duke of Richmond who was also Duc d'Aubigny.

Levy; point, Lévis; after "a settler of the seventeenth century;" usually written, Lévis.

Levrard; seigniory, Nicolet; after the grantee, Sieur Chas. Levrard, to whom it was granted by la Jonquière and Bigot, April 1, 1751; also called St. Pierre les Becquets (*q.v.*).

Lewis; port, Huntingdon. *See* Port Lewis.

Libbytown; village, Stanstead; after Joshua Libby, settler, here in 1812.

Liénard; township, Saguenay; after Daniel Liénard de Beaujeu, lieutenant of marines, who, in 1749, received a concession of fishing rights on the north shore of the gulf of St. Lawrence.

Line Ridge; village, Wolfe; after the limestone ridge near the village.

L'Immaculée-Conception; village, Bonaventure; after the name of the Jesuit college in the village.

Limoilou; village, Quebec; the site of Jacques Cartier's winter quarters, 1535–36; named after Cartier's manor house near St. Malo, France.

Lineboro; village, Stanstead; from situation on the International boundary.

Lingwick; township, Compton; probably after Ling, hamlet, Suffolk or Lyn, village, Norfolk and *wick*, (A.S.) a village, and, also, a marsh.

Linière; township and village, Beauce; after surname of Taschereau family, de Linière or, des Linières.

Lisgar Station; village, Drummond; after Sir John Young, Baron Lisgar (1807–76); Governor of New South Wales, 1860–1867; Governor General of Canada, 1868–72; *cr.* Baron Lisgar, 1870.

L'Islet; seigniory, L'Islet; granted May 17, 1677, to Geneviève Couillard and, later, known as the seigniory of L'Islet St. Jean, after a small rocky island near the present village.

L'Islet; county and village.

Litchfield; township, Pontiac; after Litchfield, hamlet, Hants, Eng.

Little Cascapedia; village, Bonaventure; *See* Cascapedia.

Little Metis; village, Rimouski; *See* Metis.

Little Pabos; village, Gaspe; *See* Pabos.

Little River Chaloup; village, Saguenay; after a very good harbour for boats (chaloupes).

Livaudière; seigniory, Bellechasse; after the grantee, Sieur Michel Jean Hugues Pean de Liviaudière, to whom it was granted by Beauharnois and Hocquart, Sept. 20, 1734.

Lochabrr; township and bay, Ottawa; after Lochaber, district, Inverness, Scotland, which means "at the mouth of the loch,"

Lochaber Bay; village, Ottawa.

Logan; mountain, Gaspe; after Sir William Edmund Logan (1798–1875) famous Canadian geologist, Director, Geological Survey of Canada, 1842–1869.

Lois; lake, Abitibi; after Miss Lois Booth, Ottawa.

Longueuil; seigniory, Chambly; Charles le Moyne, to whom the seigniory was granted Nov. 3, 1672, took the surname "Longueuil" from a village in Normandy, his native province.

Longueuil; town, Chambly.

Longueuil; barony, Chambly; the title of Baron de Longueuil was granted to Charles le Moyne by Louis XIV, Jan. 26, 1700, with rem. to his heirs, male or female. His great granddaughter inherited it from her father (who died 1755). Her great grandson, Charles Colmore Grant, is the present holder of the title—apparently the only Canadian hereditary title existing.

Loranger; township, Ottawa; after L. O. Loranger, Judge, Superior Court, Montreal; M.P.P. for Laval, 1875–82.

Lorette; village, Quebec; after Loretto, village, Italy.

Lorimier; town, Hochelaga; after Thomas, Chevalier de Lorimier, executed, 1839, for his connection with the rebellion of 1837.

Lorne House; village, Charlevoix; after the Marquis of Lorne, Governor General of Canada, 1878–83.

Lorne; village, Richmond.

Lorrainville; village, Pontiac; after the Rt. Rev. N. Z. Lorrain, R. C. Bishop of Pontiac.

Lost; river, Argenteuil; the river passes through a ridge of limestone which divides the waters of Gate and Fraser lakes, and, at one place, the stream is concealed for about one hundred feet.

Lost River; village, Argenteuil.

Lotbinière; seigniory, Lotbinière; after Louis-Theandre Chartier de Lotbinière, grantee of the seigniory, Nov. 3, 1672; augmented in 1685 and in 1693.

Lotbinière; county.

Lotbinière; village, Lotbinière.

Louis; mountain, Gaspe; after Louis XIII, King of France.

Louise; bay, Gaspe; after the French frigate "La Louise" which was wrecked in this bay.

Louise; township, Beauce; after H. R. H. Princess Louise, Duchess of Argyle.

Louiseville; town, Maskinonge.

Loup; river, Temiscouata; tradition says that it was on this river that Champlain first met the Loups or Mohicans (Roy). As the area inhabited by this Algonquian tribe included both banks of the Hudson river, but did not extend as far north as lake Champlain, the explanation is of doubtful accuracy. Probably so named because many wolves were found on this river.

Loup; river, Berthier.

Lourdes; village, Megantic; after Lourdes, town, Hautes-Pyrénées, France, famous as a place of pilgrimages.

Low; township and village, Ottawa; after — Low, lumberman.

Lower Ireland; village, Megantic; *See* Ireland tp.

Lucerne; village, Ottawa; after Lucerne, city, Switzerland.

Lumsden Mills; village, Pontiac; after the late Alexander Lumsden, lumberman, Ottawa.

Luskville; village, Ottawa; after the first settler.

Lussier; township, Montcalm; after the Lussier family, first settlers in valley of the Mattawin.

Lynch; township, Montcalm; after Wm. Warren Lynch, Judge Superior Court, Bedford dist., Que.; M.P.P. for Brome, 1871-89; Commissioner, Crown Lands, Quebec, 1882-87.

Lysander; village, Megantic; after General Lysander Flagg of Providence, R.I., who purchased Lloyd's holdings in this neighbourhood; formerly called Lloyds Falls.

Lytton; township, Ottawa; after Lord Lytton, Secretary of State for Colonies, 1858-59.

McBean; village, Ottawa; after Michael McBean, sometime, Crown Lands Agent and mill owner.

McCorkill; township, Abitibi; after Hon. Mr. McCorkill, sometime Provincial Treasurer, Quebec.

McGill; township, Ottawa; after Hon. James McGill (1744-1813), founder of McGill University, Montreal.

McKenzie; township, Abitibi; after P. S. McKenzie, formerly of the Hudson's Bay Co.; discovered asbestos, etc., in the Chibougamau district.

McLachlin; township, Pontiac; after McLachlin Bros., Arnprior, lumbermen.

McLeod Crossing; village, Compton; after John McLeod who owned a saw mill here.

McNeil Crossing; village, Brome; after a family of settlers; O. W. McNeil, first postmaster.

McPherson; shoal, St. Lawrence river, Montmorency; after a family of that name, early settlers on an island near the shoal.

MacNider; township, Matane; the seigniory of Mitis was purchased by Mathew MacNider, and re-sold by him to his father, John MacNider.

Macaza; lake, Ottawa; Father d'Allard says:—after an old Indian named Marc, who lived on the shore ofthe lake. *See* La-Macaza.

Machiche; river, St. Maurice and Maskinonge; Indian name meaning "muddy"; *See* Yamachiche.

McOuat; township, Mistassini; after W. McOuat, geologist, Geological Survey; made geological explorations in the Abitibi and Mistassini districts.

MacTavish; lake, Beauce; after Simon MacTavish who, about 1806, bought it from its first owner, John Black.

Madame; island, Montmorency; so named by Champlain, possibly after île Madame, near Brouage, France, the native place of Champlain (Roy). Probably after the wife of the eldest brother of the then King, Louis XIII.—Madame Henriette d'Angleterre, wife of the duc d'Orleans: or, after his second wife, the Princess Palatine.

Maddington; township, Nicolet; after Maddington, village, Wiltshire, Eng.

Maddington Falls; village, Arthabaska.

Maganasibi; river, Pontiac; Algonquin, *maingansipi*, "wolf river".

Magdalen; islands, gulf of St. Lawrence; after Madeleine Fontaine, wife of François Doublet, to whom they were granted, 1663.

Magdeleine; cape, St. Lawrence river, Champlain; after Cap-de-la-Magdeleine seigniory, which see.

Magenta; post office, Rouville; after Magenta, town, Lombardy, Italy. Here, 1859, a notable victory was won by the allied French and Sardinians over the Austrians. Napoleon III was nominally in command but the chief credit belonged to McMahon who was afterwards, created Duke of Magenta.

Magog; township and village, and Little Magog, lake, Stanstead; Abenaki name meaning "little sheet of water".

Macpes; township, Rimouski; deviation unknown, probably of Indian origin.

Magpie; river and village, Saguenay; from the bird of the same name. The Montagnais name is *moteskekan*, meaning "steep, rocky, difficult."

Maheu; river, island of Orleans, Montmorency; after René Maheu, the first settler on its bank.

Maillard; cape, Charlevoix; after a priest of the Missions Etrangères of Paris, who conducted mission work on the north shore of the St. Lawrence.

Mailloux; township, Bellechasse; after Rev. Alexis Mailloux, curé of St. Roch, Que., 1829-31; sometime, vicar-general of Quebec.

Maisonneuve; town, Hochelaga; after Paul de Chomedy, sieur de Maisonneuve, Governor of Montreal island, 1641.

Maisonneuve, de; township, Berthier.

Major; township, Ottawa; after C. B. Major, advocate, Hull, ex-M.P.P. for Ottawa county.

Malakoff; township, Pontiac; after Malakoff, a fortification which formed one of the principal defenses of Sebastopol, Crimea; carried by storm by the French, Sept. 8, 1855.

Mal; bay, Gaspe; a corruption of French *molues* (cod).

Mal Bay; village, Gaspe.

Malartie; township, Abitibi; after Capt. de Malartie, regiment de Bearn (*q. v.*), New France.

Malbaie; township and river, and Barachois-de-Malbaie, village, Gaspe; corruption of French, Baie des Molues or Morues (cod-fish bay).

Malbaie; bay and river, Charlevoix; named by Champlain "Malle-baie" because the anchorage was bad.

Malherbe; township, Lake St. John; after François Malherbe, Jesuit lay missionary; d. 1694.

Malhiot; township, Champlain; after Henri Gédéon Malhiot, retired Judge, Superior Court, Quebec; M.P.P. for Three Rivers 1871-76; Commissioner Crown Lands, Quebec, 1874-76.

Malin; cape, Gaspe; so called because the storms of this rocky shore seem to rage more furiously than elsewhere.

Malmaison; village, Missisquoi; after the name of the manor house of M. Desrivières, viz., Malmaison, which after the Chateau de Malmaison, France, to which Joséphine, wife of Napoleon I, retired after being divorced.

Manche-d'Epée; river and village, Gaspe; from the hilt of a sword found on the beach.

Mandeville; lake and village, Maskinonge; after Maxime Mandeville, an early settler on the lake. *See* Maskinonge.

Manigonse; rapid, St. Maurice river, Champlain; Algonquin name, meaning "little white spruce."

Manikuagan; river, peninsula, township and village, Saguenay; Indian name; Father Lemoine translates it, "drinking-place."

Manitou; river and lake, Saguenay; in early days the Montagnais and Micmacs were at war. In one battle the Micmacs were all slain, with the exception of one chief, a "big medicine man," who, after throwing away his bow and arrows, invited his enemies to kill him. He seized the chief of the Montagnais and, locked in a fatal embrace, both were swept over the falls, which has since borne the name of Manitousin or Conjurors falls. (Hind.)

Maniwaki; township and village, Ottawa; Algonquin name, meaning "land of Mary."

Mann; township, Bonaventure; after Edward Isaac Mann, principal proprietor in 1788.

Mann; island, lake Timiskaming, Pontiac; after John Mann, Ville Marie.

Manneville; township, Pontiac and Abitibi; after de Manneville, capitaine des grenadiers, regiment de Guyenne, New France.

Manseau; village, Nicolet; after the Rev. Manseau, first curé of the parish.

Mansfield; township, Pontiac; probably after Sir James Mansfield (1733-1821), Solicitor-General, 1780; Chief Justice of Chester, 1799; and Chief Justice of Court of Common Pleas, 1804. Or, after David (Murray), 2nd Earl of Mansfield (1727-96), Secretary of State for the South, 1779-82; Lord President of the Council, 1783 and 1794-96; *suc.* to the peerage, 1793. Possibly, after Mansfield, town, Nottingham, Eng.

Mansonville; village, Brome; after Robt. Manson, of Scotch descent, settled here in 1809.

Manuan; lake and river, Peribonka river, Lake St. John; Indian name meaning "where they gather eggs"; the Indians habitually go to the lake to gather eggs of wild fowl on the islands and shores.
Manuan; river and lake, St. Maurice river, Champlain.

Maple Grove; post office, Megantic; this name is applied to numerous features in Canada, usually owing to its predominance in the vicinity over the other varieties of trees.
Maple Hill; post village, Megantic.
Maple Leaf; post office, Compton.
Maplemore; post village, Huntingdon.
Maple Ridge; post office, Pontiac.

Maquereau; point, Gaspe; tradition says that a vessel of that name was wrecked on the point.

Marble; lake, northern Quebec; from the crystalline marble in its shores.

Marbleton; village, Wolfe; from a marble quarry in the vicinity.

Marceauville; village, Bellechasse; after Antoine Marceau, one of the first settlers.

Marchand; township, Ottawa; after Felix Gabriel Marchand (1832-1900); Premier, Quebec, 1897-1900.

Maria; cape, township and village, Bonaventure; after Lady Maria Carleton, wife of Sir Guy Carleton, Lieut.-Governor of Canada, 1766-68, Governor General, 1774-78, and 1786-96. Lady Maria was 3rd dau. of Thomas (Howard), 2nd Earl of Effingham.

Marienkwatikuk; lake, Temiscouata; Indian name, meaning "fine turtle."

Marieville; village, Rouville; after the parish, Ste. Marie de Monnoir; *see* Monnoir.

Marlow; village, Beauce; from Marlow, N.H., whence the first settlers came, 1799. Marlow, N. H., after Marlow, Eng.

Marlow; township, Beauce; after Marlow, town, Buckingham, Eng.

Marmier; township, Portneuf; after Xavier Marmier, a French littérateur, who visited Canada.

Mars; river, Chicoutimi; after Mars Simard, first settler on the point between Haha bay and this river.

Marsal; township, Saguenay; after Sieur Antoine Marsal, merchant, Quebec, who received a concession of fishing rights on the north shore of the St. Lawrence, 1747.

Marsboro; village, Compton; after Marston township, which see.

Marsolet; lake, Montmorency; after Nicolas Marsolet, an interpreter who rendered many services to Champlain.

Marston; township, Compton; eleven villages of this name in England; probably after Long Marston, Tring parish, Herts.

Martindale; village, and **St. Martin-de-Martindale**, parish, Ottawa; after Martin O'Malley, who gave the land on which the parish church is built.

Martinière; fief, Bellechasse; after Claude de Bermen, sieur de la Martinière, to whom it was granted, 1692.

Martinville; village, Compton; after Daniel Martin, who, about 1838, built a saw mill at this place.

Maryland; village, Pontiac; after Mary Smith, proprietor of a general store.

Mascouche; river and village, L'Assomption; Indian name, signifying "little bear."

Masham; township, Ottawa; after Masham, town, Yorkshire, Eng.
Masham Mills; village.

Maskinonge; lake and river; Algonquin name, meaning "big pike"; maskinonge were very plentiful in the river and lake in the early days. The lake is also known as "Mandeville."

Maskinonge; county.
Maskinonge; village, Maskinonge.

Massacre; island, St. Lawrence river, Rimonski; a party of two hundred Micmacs encamped there for the night; the Iroquois surprised them and killed all but five.

Massé; township, Rimouski and Matane; after a Jesuit missionary, Father Enemond Massé, came to Canada, 1625.

Masson; village, Ottawa; after the late Hon. L. F. R. Masson, Senator, 1882-84 and 1890-1903; Lieut.-Governor of Quebec, 1884-1887.
Masson; township, Maskinonge.

Masson; lake, Terrebonne; after a well known family of Montreal.

Matalick; township, Matane; Indian name, meaning "waterfall."

Matane; river and lake, Matane; Indian name, meaning "beaver-pond."
Matane; county.
Matane; township and village, Matane.

Matapedia; river, Matane and Bonaventure; Indian (Micmac) name: Father Pacifique derives it from *matapegiag*, "river that breaks up into branches."
Matapedia; township, lake and village, Bonaventure.

Matchimanito; lake and river, Nottaway river, Abitibi; Algonquin, *matchi-manitou*, meaning "bad spirit."

Mattagami; lake and river, Nottaway river, Abitibi; Indian name, meaning "lake at the meeting of two rivers."

Mattawin; river and lake, tributary to the St. Maurice; Indian name, meaning "the confluence of two rivers."

Mawcook; village, Shefford; Indian name; said to signify "crane river": the banks of the river at certain seasons are infested with cranes.

Mayo; village, Ottawa; probably after Mayo, Connaught, Ireland, which from Irish *magh-eo* or *mageo*, "the plain of the yews."

Mazanaskawegan; lake, Lievre river, Berthier and Maskinonge; Indian name, meaning "lake where there are marks on trees", i.e. drawing or writing on bark.

Mazenod; township, Pontiac; after Mgr. Eugène de Mazenod, Bishop of Marseilles, France, founder of the congregation of Oblats.

Mealy; mountains, Hamilton inlet, Ashuanipi; "from the patches of snow distributed over their surface during the greatest part of the summer, giving them the appearance of being powdered over with meal."

Megantic; lake, Megantic; Indian (Abenaki) name meaning "where they preserve (by smoking or drying) fish".
Megantic; county, and Ste. Sophie-de-Megantic, village.

Meigs Corners; village, Missisquoi; after Mr. Meigs, sometime owner of property in the village; previously Coits Corners, after Levi A. Coit.

Mekattina; cape, islands and river, Saguenay; Indian name: Father Lemoine gives as the meaning, "where there is a large mountain", Father Arnaud translates it "a rugged or abrupt mountain".
Mekattina, Petit and Mekattina, Gros; townships, Saguenay.

Mekinak; river, Champlain; Indian (Algonquin) name, meaning "turtle"; thought to have been so named after a mountain which has somewhat the shape of a turtle.
Mekinak; township and Riviere-Mekinak, village, Champlain.

Melaganatuk; river, Matapedia river, Bonaventure; probably after an Indian chief.

Melbourne; township, Richmond; probably after Melbourne, village, Yorkshire, Eng. Or, Melbourne, village, Derby, Eng. Or, after Sir Peniston Lamb, *cr.* Lord Melbourne.
Melbourne and Melbourne Ridge, villages, Richmond.

Melocheville; village, Beauharnois; after Joseph Meloche, merchant, and leading citizen.

Memewin; lake, Campeau, Pontiac; Indian name, meaning "waterhen".

Memphremagog; lake, Stanstead and Brome; Abenaki name, meaning a "great expanse of water".

Menardville; village, Iberville; after Pierre Menard, a prominent citizen.

Mercier; village, Montmagny; after the first postmaster.

Mercier; township, Pontiac; after late Honoré Mercier, Premier of Quebec, 1887-91.

Meres; bay, Quebec; the fishing rights were conceded by de Lauzon, Oct. 26, 1651 to the Sisters of the Hôtel Dieu, Quebec; named after the mères hospitalières.

Mésy; township, Lake St. John; after Chevalier de Saffray de Mésy, Governor of New France, 1663-65.

Metabetchuan; river, Lake St. John; Indian name, which Père Arnaud translates "where the current of the river meets the water of the lake." Père Lemoine translates it, "where the course of water ends."
Metabetchouan; township and village, Lake St. John.

Metaskuak; lake, Metabetchuan river, Montmorency; Indian name meaning, "where the three brooks meet". *See* Netaskuak.

Méthots Mills; village, Lotbinière; after Hon. Louis Méthot who, about 1830, built mills here.

Metis; seigniory, village, lake and river, Matane; Mgr. Guay says from Micmac Indian word *mitisk*, signifying "birch".

Meulles, de; township and post office, Lake St. John; after Chevalier de Meulles, Intendant of New France, 1682-86.

Michigama; lake, Abitibi. See Kitchigama.

Migiskan; river, Abitibi; Indian name, meaning "fish-hook" or "bait for fish"; probably referring to the good fishing obtainable in this river.

Miguick; river, Portneuf; from Indian, Algonquin, *magwak*, "bear", "bear river".
Miguick; village, Portneuf.

Mijizowaja; lake, Ottawa river, Pontiac; Algonquin *mishisowaja*, "lake that is nearly unknown." Name discarded by Geographic Board for "Expanse" (*q. v.*).

Milan; village, Compton; probably after Milan, city and province, Italy.

Mile End, (St. Louis-de-Mile-End) town, Hochelaga; at one time, the only race course on Montreal island was at this place. It was one mile from Place d'Armes, hence the name.

Miletta; village, Stanstead; said to have been named after Rev. C. E. Milette, parish priest, Magog.

Mill; river, Broadback river, Abitibi; after Dr. Hugh R. Mill, sometime Librarian, Royal Geographical Society, London, Eng.

Millanville; village, Megantic; after Donald MacMillan, J.P., farmer and one of the early settlers.

Mille-Iles; river, part of the Ottawa river north of Montreal island; from a stillwater about fifteen miles long and dotted with islands.
Mille-Iles; seigniory, Two Mountains and Terrebonne.

Mille-Vaches; bay, Saguenay; translation of the Indian name which means "place where there are sea cows;" these animals formerly frequented the bay in thousands, but are seldom seen at the present time.
Mille-Vaches; village, Saguenay.

Millfield; village, Megantic; after mills owned by Thomas McKenzie, first postmaster.

Mill; stream and Mill Stream, village, Bonaventure; descriptive.

Milnikek; river, Bonaventure; Indian name, meaning "where there are many bays."
Milnikek; township, Bonaventure.

Milot; village, St. Maurice; after Noé Milot, first postmaster.

Milton; township, Shefford; probably after Milton village, Berks, Eng. There are 12 Miltons in Scotland and 24 in England.
Milton; village, Shefford.

Mine; bay, lake Timiskaming, Pontiac; after a silver-lead mine; noted by Franquelin in 1688.

Minerve; village, and La-Minerve, township, Ottawa; after "*La Minerve*," a daily paper published in Montreal.
Minerve; lake, Terrebonne.

Mingan; river, islands, village and seigniory, Saguenay; Indian (Montagnais) word, meaning "wolf." The seigniory was granted in 1661 to François Bissot; the islands were granted in 1679, to Jacques de Lalande and Louis Jolliet.

Minoming; lake, Gatineau river, Ottawa; Algonquin name meaning "where there are fine blueberries."

Miron; village, Pontiac; after Joseph Miron, first postmaster.

Misère; village, Charlevoix; probably because the early settlers endured hardships and privations while clearing their lands.

Mishomis; lake, Pontiac; from Algonquin word for 'grandfather', *i.e.*, 'grandfather's lake.'

Miskittenau; lake, Rupert River, Mistassini; Indian *miskotinau* "red mountain."

Miskwachuan; lake, Saguenay; Indian name, meaning "where bears are found."

Missisquoi; bay, lake Champlain; probably from the Abenaki *mesipskoik*, meaning "the place where flint is found."
Missisquoi; county and river.

Missiskwini; river, Chicoutimi; Indian name, meaning "broken land."

Mistassibi; river, Lake St. John; Indian name, meaning "big river."

Mistassini; lake; from Algonquin *mista* "big." and *assini* "a stone;" so named because large boulders of gneiss are strewn along the west shore of the lake.
Mistassini; district.
Mistassini; river and village, Lake St. John.

Mistikus; lake, Rimouski; Indian name, meaning "fertile prairie."

Mistook; river, Lake St. John; Indian (Montagnais) name, meaning "wood."

Mitchell; brook, Huntingdon; after Jacob Mitchell, first settler on the stream.

Mitchell Station; village, Drummond; after the Hon. William Mitchell, Senator.

Mitchinamekus; lake and river, headquarters of Lièvre river; Algonquin name meaning "salmon-trout;" literally, "big trout."

Moe; river, and Moes River, village, Compton; after a settler named Moe who lived on the banks of the river many years ago.

Moisie; river, Saguenay; Rev. Father Arnaud considers this word to be a proper name, probably the name of some Indian who lived there.
Moisie; township, point, village and bay, Saguenay.

Moncouche; lake, Bersimis river, Chicoutimi; Montagnais name, signifying "osprey."

Mondion; point, Ottawa river, Ottawa; possibly after a French officer in Canada, *ca.* 1700.

Mongenais; village, Vaudreuil; after J. B. C. Mongenais, M. P. for Vaudreuil, 1878–82.

Moniac; island, Saguenay; after a duck of that species which frequents it.

Monnoir; seigniory, Rouville; granted 1708, to Sieur de Ramezay and named by him after an estate in France, owned by his family.

Monschipou; river, Lake St. John; Indian name, meaning "moose river."

Montanier; township, Pontiac; after one of Montcalm's officers, 1759.

Montauban; township, and lake, Portneuf; after Montauban, capital of the department of Eure-et-Garonne, France.

Montbeillard; township, Pontiac; after de Montbeillard, captaine d'artillerie, New France, 1759.

Montbray; township, Abitibi; after Montbray, Croix de St. Louis, régiment de la Reine (*q. v.*), New France.

Montcalm; county; after Louis Joseph de St. Veran, Marquis de Montcalm (1712–59), Commander-in-chief of the French forces in New France.

Montcalm; township, Argenteuil.

Montcalm; village, Montcalm.

Montebello; village, Ottawa; after the Duc de Montebello, a friend of Papineau, the seignior of the place.

Montesson; island, Nicolet; after Michel le Gardeur de Montesson who bought the seigniory of Becancour.

Montesson; township, Saguenay; after Sieur Croisille de Montesson, an "officier des troupes" who, in 1749, received a fishing concession on the North shore of the gulf of St. Lawrence.

Montfort; village, Argenteuil; the orphanage at Montfort is under the direction of the Pères de la Compagnie de Marie and of the Sœurs de la Sagesse. The village was named after Montfort, the founder of these orders.

Montigny; township and village, Ottawa; after T. de Montigny, late recorder of Montreal.

Mont Louis; township, village, river and mountain, Gaspe; the mountains forming the boundaries of this valley were named in honour of Louis XIV, reigning sovereign in France when the first grant was made.

Montmagny; county and town; after M. de Montmagny, Governor of New France, 1636–47.

Montminy; township, Montmagny; after Rev. Montminy, curate of St. Gervais, 1849; was interested in colonization.

Montmorency; falls, Montmorency river, Quebec; named by Champlain in 1603 after Henry II, duc de Montmorency (1595–1632), a French marshal; viceroy of New France.

Montmorency; county.

Montmorency; river, Montmorency and Quebec.

Montmorency Village and Montmorency Falls, Quebec and Montmorency East, Montmorency, post villages.

Montpellier; village, Ottawa; after Louis Montpellier, postmaster.

Montreal; island in St. Lawrence river and city; from the name given by Cartier, 1535, to the mountain on the island, Mont Royale, which it still bears. City founded under the name of Ville Marie.

Monts, des; point, St. Lawrence river, Saguenay; originally, "des Monts Pelés" as the cape was destitute of vegetation.

Monts, des; river, Gaspe; because it rises in the Notre-Dame mountains.

Monts, de; township, Saguenay; after Pierre du Guast, sieur de Monts, fifth Lieut.-General of New France.

Moose; lake, Pontiac; named by the Indians, being at one time a favorite hunting ground for moose.

Moran; island, Nicolet river, Nicolet; after Sieur Moran to whom the fief was granted, 1672.

Moreau; township, Ottawa; after Mgr. Moreau, R. C. Bishop of St. Hyacinthe.

Morehead; village, Pontiac; after Mrs. William Clarke, whose maiden name was Moorehead.

Moricière; lake, Ottawa; after General la Moricière, commander of the Pontifical troops.

Morin; stream, Gaspe; after a settler in vicinity.

Morin; village, Bellechasse; after the Hon. Auguste Norbert Morin, Commissioner of Crown Lands, 1842-43; Speaker, 1848-51; in the Hincks-Morin administration, he was Provincial Secretary, 1851-53, and Com. Crown Lands, 1853-55; Judge of the Superior Court of Lower Canada, 1855.

Morin; township and lake, Terrebonne.

Morin; lake, Argenteuil.

Morin Flats; village, Argenteuil.

Mortagne; township, Pontiac; after a town in the department of Orne, France.

Mosquito; lake, Saguenay; named by Hind, 1861, from "the extraordinary numbers of that troublesome insect".

Motte; township, Abitibi and Pontiac; after la Motte, Croix de St. Louis, régiment de Béarn (*q. v.*) New France.

Moulin–Basinet; village, Joliette; after Charles Basinet, proprietor of mills in the vicinity.

Moulin-à-Baude; river and bay, Saguenay; the name appears on Champlain's map but derivation unknown.

Moulin–Cantin; village, Arthabaska; after A. Cantin, postmaster.

Moulin–Chaurette; village, St. Maurice; after the first postmaster, a mill-owner.

Moulin–Dubois; village, Drummond; after a family named Dubois, residents.

Moulin–Fontaine; village, Wolfe; after J. R. Fontaine, mill-owner.

Moulin-Lacroix; village, Montcalm; after Joseph Lacroix, postmaster and owner of a saw-mill.

Moulin-Mignault; village, Rimouski; after Odilon Mignault, postmaster and mill-owner.

Moulin–Tardif; village, Wolfe; after Xavier Tardif, first postmaster

Moulin–Vallière; village, Montmorency; after Albert Vallière, postmaster and mill-owner.

Mont-Carmel; village, Kamouraska; Biblical; a mountain range in Palestine which branches off from the mountains of Samaria.

Mount Johnson; village and hill, Iberville; part of a grant from the Imperial government to Sir John Johnson for services during American war.

Mount Murray; seigniory and village, Charlevoix; after Gen. Hon. James Murray, Governor of Quebec, 1760-64; Governor General, 1764-66. Murray granted the seigniory to Lieut. Fraser, April 27, 1762.

Mount Oscar; village, Vaudreuil; named by J. B. Mongenais, M.P. after his grandson, Oscar McDonell.

Mousseau; township, Montcalm; after Hon. J. A. Mousseau (1838-86), Premier of Quebec, 1882; President of the Privy Council, 1880-81; Secretary of State, 1881-82.

Muldoon; village, Pontiac; after J. J. Muldoon, first postmaster.

Mulgrave; township, Ottawa, after Henry (Phipps), 1st Earl of Mulgrave (1755-1831). Foreign Secretary, 1805-06; First Lord of the Admiralty, 1807-10. Or, after Constantine Henry (Phipps) 2nd Earl of Mulgrave and 3rd Marquis of Normanby (1797-1863), M.P., 1818-20 and 1822-30; Secretary of State for the Colonies, 1839; Home Secretary, 1839-41; Ambassador to Paris, 1846-52.

Murray Bay; seigniory, Charlevoix; after General Murray, Governor of Quebec, 1760–64 and Governor General, 1764–66; he granted it to Capt. Nairn, April 27, 1762.

Murray; bay and Murray Bay, village, Charlevoix. *See* also Malbaie and Mount Murray.

Muskwaro; point, river and township, Saguenay; Indian name meaning "bear's tail."

Musselyville; village, Bonaventure; after the Rev. H. J. Mussely, sometime parish priest of this locality.

Nabesipi; river, Saguenay; Montagnais name, meaning "male river." There is a season when the males of aquatic birds are separated from the females.

Nachikopi; lake, Saguenay; Montagnais name, meaning "goose river."

Nairn; lake, Charlevoix; after Major Nairn, seignior of Murray Bay, present at the siege of Quebec, 1775. *See* Murray Bay.

Najwalwank; lake, Bostonnais river, Quebec; Indian name meaning "lake in the interior of the country."

Nakiskasagama; lake, Ouiatchuan river, Lake St. John; Indian name meaning "little cedar lake."

Namegos; lake, Shoshokwan river, Montcalm; Indian name meaning "trout."

Namewaja; lake, expansion of Ottawa river, Pontiac; Algonquin for "sturgeon bay."

Namur; village, Ottawa; after Namur, city, Belgium; this locality settled by Belgians, 1872.

Nancy; village, Maskinonge; after Mgr. Forbin Janson, Bishop of Nancy, France, who conducted missionary services here in the beginning of the nineteenth century.

Nantel; lake and Lac-Nantel, village, Terrebonne; after the late Pierre Nantel, a noted hunter who resided at lake Minerve.

Nantel; township, Montcalm; after G. A. Nantel, Commissioner of Public Works, Quebec, 1891-96; Commissioner of Crown Lands, 1896–98.

Napierville; county and village; after Lieut-General Napier Christie Burton, who was the third proprietor of De Lery seigniory.

Natapijique; lake, Kinojevis river, Ottawa river, Pontiac; Father Lemoine derives it from *natapijik-kwe*, "where they chase the buffalo." As the Ottawa River Indians never saw and, probably, never heard of, a buffalo, this must be an error.

Natashkwan; point and river, Saguenay; Indian name meaning "where the seals land."

Nawapitechin; river, Ottawa river, Pontiac; Indian name meaning "north river."

Nedelec; township, Pontiac; after Rev. Father Nedelec, O.M.I.

Negro; river, Stanstead; after a family of negroes named Latton, who settled on its banks in 1804.

Neilsonville; village, Quebec; after the Hon. John Neilson (1776–1848), settled here in 1792; for fifty-four years proprietor, publisher and editor of the old *Quebec Gazette*; in 1818 was elected member of the Legislature for this county.

Nelson; township, Megantic; after Horatio, Viscount Nelson (1758-1805), killed at the battle of Trafalgar.

Nemikachi; lake, Middle branch, Lièvre river, Maskinonge; Montagnais name meaning "herring lake."

Nemiskau; lake, Rupert river, Mistassini; Indian *nameshjan*, "where there are fish."

Nemtaye; township and river, Matane; Indian name, meaning "hilly country."

Netaskuak; lake, Metabetchuan river, Montmorency; Indian name, signifying "the confluence of three streams." 'Grand lake Netascouac' on the carte regionale.

Neuville; fief, Portneuf; after Nicolas Dupont, sieur de Neuville, the third owner, he having taken the name from a little hamlet in the old province of Hainault, France (also known as Pointe-aux-Trembles, which see).

New Armagh; village Lotbinière; see Armagh.

Newbois; village, Lotbinière; an English-French combination—New-forest.

New Carlisle; village, Bonaventure; after the old city of Carlisle, Northumberland, England, which from *caergwawl*, "the fort of the trench."

New Erin; village. Huntingdon; settled by Irish and long known as New Ireland; when post office was established it was changed to present name.

New Glasgow; village, Terrebonne: after Glasgow, city, Scotland, which from Gaelic, *glas-cau*, "green-hollow". Village named, about 1820, by Lloyd, who was agent for the seigniory and induced many of the settlers to settle here.

New Ireland; village, Megantic. *See* Ireland.

New Liverpool; village, Lévis; after Liverpool, England, which, probably, from Welsh, *llyr-pool*, "the sea-pool".

New Longueuil; seigniory, Soulanges; after Sieur Joseph le Moyne, Chevalier de Longueuil, to whom the grant was made by Beauharnois and Hocquart, April 21, 1734; named after Longueuil, France.

New Mexico; Compton; named by H. J. Austin, after his former home, Mexico, Maine.

Newport; township, Compton; after Newport, isle of Wight, or Newport, Monmouthshire, Eng.
Newport; township and point, Gaspe.
Newport and Newport Point; villages, Gaspe.

New Richmond; township, Bonaventure; after Chas. Lennox, 4th Duke of Richmond (*q. v.*), (1764-1819), Governor General of Canada, 1818-19.
New Richmond, New Richmond Centre and New Richmond Station, villages, Bonaventure.

New Rockland; village, Richmond; after the "slate" rock quarried here.

Newton; township, Vaudreuil; there are 44 Newtons in Great Britain.

Nicolas-Rioux; seigniory, Temiscouata; after the grantee, Sieur Nicolas Riou; granted by Jonquières and Bigot, April 6, 1751.

Nicolet; river, Nicolet; after Jean Nicolet, the famous interpreter and explorer. In 1609, it was named "du Pont" by Champlain after his friend Pont Gravé. It is uncertain when the latter name was replaced by the present one, but it was prior to 1672, as it is so designated in acts of concessions of that date; later it was called successively "Loubia" and "Cresse" after two seigniors; finally the name Nicolet was restored.
Nicolet; county.
Nicolet; town and Nicolet Falls, village, Richmond.

Nikabau; lake and river, Ashuapmuchuan river, Lake St. John, Indian name, *nikaudau*, Pere Lemoine translates it "it passes un-noticed. Another authority translates it "swampy," which seems a more likely derivation.

Nipimenanipi; river, Shoshokwan river, Ottawa river, Pontiac; Indian name meaning "where there are high bush cranberries."

Nipissis; lake East branch, Moisie river, Saguenay; Indian name meaning "small sheet of water."

Niskotea; lake, Coulonge river, Pontiac; Algonquin name, meaning, "where there is a point of land not wooded."

Nistokaponano; river, Lake St. John; Montagnais name meaning "river where there are three things planted," after three posts planted by explorers at the mouth of a tributary.

Nixon; lake, Saguenay; after Lieut. Henry Nixon, attached to the commission of 1827, to explore the Saguenay.

Noix; island, St. John; from the abundance of walnuts (noix) found there.

Nomining; lake, river and village, Ottawa: Indian name, meaning "red paint," from the iron ochre found there and used by the Indians to paint their faces, etc.

Normandin; township and village, Chicoutimi; after Joseph Laurent Normandin, a French explorer who surveyed the country north-west of lake St. John, for two hundred miles.

North Clarendon; village, Pontiac. *See* Clarendon.

North Coaticook; village, Stanstead. *See* Coaticook.

Northfield; township, Ottawa; after Northfield parish, Worcester, Eng.

North Georgetown; village, Beauharnois; after George, son of Alexander Ellice, who bought the seigniory, 1795.

North Gore; village, Argenteuil; *See* Gore.

North Ham; village, Wolfe. *See* Ham.

North Hatley; village. Stanstead. *See* Hatley.

North Hill; village, Compton; descriptive.

North Low; village, Ottawa. *See* Low.

North Onslow; village, Pontiac. *See* Onslow.

North Pinnacle; village, Missisquoi; from its situation north of Pinnacle mountain.

North Stanbridge; village, Missisquoi. *See* Stanbridge.

North Stoke; village, Richmond. *See* Stoke.

North Stukely; village, Shefford. *See* Stukely.

North Sutton; village, Brome. *See* Sutton.

North Timiskaming; village, Pontiac. *See* Timiskaming.

North Traverse; strait between island of Orleans and isle Reaux, St. Lawrence river; so named because vessels going up the river cross (traverse) here from the north shore to the south side of the island of Orleans.

North Wakefield; village, Ottawa. *See* Wakefield.

North Wolfestown; village, Wolfe. *See* Wolfe.

Norton; creek and Norton Creek, village, Chateauguay; after Daniel and Ebenezer Norton, first settlers on the creek.

Norway; bay and Norway Bay, village, Pontiac; after the red (Norway) pine growing on the shores of the bay.

Notre-Dame-de-la-Salette; village, Ottawa; after Notre-Dame-de-la-Salette, France.

Notre-Dame-des-Bois; village, Compton; after a statue of the Virgin erected on a rock in front of the Roman Catholic church.

Notre-Dame-du-Laus; village and parish, Ottawa; after the celebrated shrine of that name in France.

Notre-Dame-du-Portage; village, Temiscouata; from its position at one end of the old road from Madawaska to River-du-Loup (Portage road), laid out during the rebellion of 1837 for the conveyance of troops and so named because, in part, it followed the old portage from Trois Pistoles river to the Madawaska waters.

Nottaway; river, Abitibi; after the Iroquois Indians, called Nâdowé by the Chippawas; Nahdooways (Jones) by the Ojibwas, Nautowaig (Tanner) by the Ottawas.

Noué, de; township, Gaspe; after Rev. Father Anne de Noué, Jesuit missionary; in New France, 1646.

Nouvelle; township and village, Bonaventure; after Rev. Father Henry Nouvel, Jesuit missionary; came to Canada 1662.

Noyan; seigniory and village, Iberville and Missisquoi; after Sieur Chavoy de Noyan, to whom the seigniory was granted April 2, 1733.

Nuns; island, river St. Lawrence, Chateauguay; so named, because owned by the Grey Nuns, Montreal.

Nutts Corners; village, Missisquoi; after David Nutt, farmer and first postmaster.

Oak Bay Mills; village, Bonaventure; this name is also applied to numerous features in Canada, usually owing to its predominance in the vicinity over the other varieties of trees.

Obaska; lake, Nottaway river, Abitibi; Indian name, meaning "shut in by rushes."

Obalski; township, Mistassini; after J. Obalski, Mining Engineer, late Inspector of Mines, Quebec.

Obatagamau; lake, Chibougamau river, Abitibi; Indian name, meaning, "lake of bushy narrows."

Obikoba; lake, Lonely river, lac des Quinze, Pontiac; Indian (Algonquin) *obi koba*, "shut in by rushes."

Obistaga; river, Pontiac; Indian name, meaning "contracted river."

Odelltown; village, St. Johns; after Joshua Odell, the first settler and a prominent citizen.

O'Farrell; village, Dorchester; after the Rev. Father John O'Farrell, parish priest, St. Edouard, Dorchester.

Ogaskanan; lake, Kipawa river, Pontiac; Indian (Algonquin) *oka-sakargan*, "doré lake."

Ogdensburg; village, Argenteuil; after John Ogden, first settler.

Oka; village, Two Mountains; Indian name, signifying "doré"; from the number of these fish in lake of Two Mountains.

Old Chelsea; village, Ottawa; after Chelsea, suburb of London, England, which from *chisel-ea*, "shingle island."

Oliva; lake, Beauce; after Oliva Marchand who settled on the borders of this lake about 1840.

Oliver; village, Stanstead; after Dr. William Oliver, who came from New Hampshire, and settled here, 1806.

Olomanoshibo; river, Saguenay; Indian name meaning "paint river."

Olonali; lake, upper Ottawa river, Pontiac; from Algonquin *wanonalt*, "turning" or "crooked" lake.

Omatchuan; river, St. Maurice; Indian name, meaning, "current driven by the wind."

O'Neils Corner; village, Huntingdon; after first postmaster.

Onslow; township, Pontiac; after Onslow, seat, nobleman, near Shrewsbury, Shropshire, Eng. Or, after George (Onslow) 1st Earl of Onslow (1731–1816) Lord of Treasury 1767–77.

Opasatika; lake, Lonely river, lac des Quinze, Pontiac; Indian (Algonquin) name, meaning, "surrounded by poplar."

Opatawaga; lake, Mattagami lake, Nottaway river, Abitibi; Indian name, meaning "middle lake," because in the middle of seven lakes formed by the Nottaway.

Opemikon; river, lake Timiskaming, Pontiac; Algonquin name, meaning, "beside the road," (followed by the Indians).

Opemiska; lake, west of lake Chibougamau, Abitibi; Indian name, meaning, "a little elevated."

Orford; township, and Orford Centre, village, Sherbrooke, after Orford village, Suffolk, Eng.

Orignal; cape, Rimouski; a moose is said to have jumped from this cape into the St. Lawrence when chased by a hunter.

Orléans; island, St. Lawrence river, Montmorency; after de Valois, Duke of Orléans, son of Francis I. of France. Called by Cartier, isle of Bacchus from the quantity of grapes found there. In 1675, it was formed into the Earldom of St Laurent, and was conferred on François Berthelot, who assumed the title of St. Laurent. For a time, the island was known as St. Laurent.

Orignaux; point, and Pointe-aux-Orignaux, village, Kamouraska; translation of Indian name of point (Moose point).

Ormstown; village, Chateauguay; after one of the children of Alexander Ellice, who bought the seigniory of Chateauguay in 1795.

Orphan; bank, gulf of St. Lawrence, Gaspe; from many having met a watery grave here.

Os; cape, Gaspe; bones of whales were found at the foot of the cliff forming the front of the cape.

Ostaboining; lake, Kipawa river, Pontiac; Indian name. One authority says it means "country of the Sioux of the rocks," [Assiniboines]. It is unlikely that the Indians of the Kipawa ever heard of the Assiniboines.

Osgoode; river, Megantic; after a settler named Osgoode, who settled on its banks about the beginning of the nineteenth century.

O'Sullivan; township, Mistassini; after Henry O'Sullivan, D. L. S., Inspector of Surveys, Quebec, grandson of Plamondon (*q.v.*)
O'Sullivan; river, Abitibi and lake, Ottawa river, Montcalm.

Otibane; lake, Manuan river, St. Maurice river, Maskinonge; Indian name, meaning, "sledge lake."

Otis; township, village and lake, Chicoutimi; after M. Luciere Otisse, curé of Anse-St. Jean, Chicoutimi, in 1861.

Ouareau; lake and river, Montcalm; Indian name, meaning, "lake, far away."

Ouelle; river and **Rivière-Ouelle**, seigniory and village, Kamouraska; probably after ....Ouel, a member of the Company of Hundred Associates, and connected with the missionary work in New France. Possibly, after Réné Ouellet, who, in 1691, married "Angélique Lebel, â la Rivière Ouelle." Sir James Le Moine says: after Madame Houelle, the lady of a French Controleur General; on their trip from Quebec to Riviere-Ouelle, she and her little son were captured by the Iroquois.

Ouiatchuan; river, Lake St. John; Indian name, meaning, "clear-water river."
Ouiatchuan; township, village and lake, Lake St. John.

Ouiatchuanish; river, Lake St. John; Indian, meaning "little beautiful current."

Ouimet; township, Rimouski; after the late Hon. Gédéon Ouimet, (1823–1905). Premier Quebec, 1873–74; Superintendent, Public Instruction, 1875–95; Legislative Councillor, 1895–1905.

Outardes; lake, Nicolet; from the great numbers of wild geese (outardes) formerly to be seen here.

Outardes; point and river, Saguenay; from the large numbers of wild geese (outardes) that frequent the river in the autumn and spring.

Outremont; village, Hochelaga; after "Outremont," the home of the Le Bouthillier family, and the principal residence in the village. The house probably so called because on the other side (outré) of Montreal mountain.

Owls Head; mountain, Brome; said to be named after an Indian chief—this derivation precise, but of doubtful accuracy.

Pabos; seigniory, river and village, Gaspe; "a well known Basque word applied to a place formerly much frequented by the fishermen of that nation."

Pachot; seigniory, Matane; after the grantee, Sieur François Pachot; granted by Denonville and Champigny, Jan. 7, 1689.

Packington; township, Temiscouata; after Sir John Packington, Colonial Secretary, 1852, one of the promoters of the construction of the Intercolonial Railway.

Page, Le; seigniory, Rimouski and Matane. *See* Le Page.

Painchaud; township, Kamouraska; after Rev. M. Painchaud, founder of the college of Ste. Anne-de-la-Pocatière.

Palmarolle; township, Abitibi; after Lieut.-Col. de Palmarolle, régiment de la Sarre (*q.v.*) New France.

Panet; township, Montmagny and Bellechasse, and village, Montmagny; after Hon. Pierre L. Panet, member of the Executive Council of Lower Canada, afterwards Judge; d. 1812.

Papinachois; river, Saguenay; Indian name, meaning, "smiling river."

Papineauville; village, Ottawa; after the Hon. Denis B. Papineau, who founded the village about 1850; was Minister of Crown Lands, 1844–48; d. 1854.

Paquette; village, Compton; after Flavien Paquette, a prominent citizen, settled here, 1861.

Paradis; village, Lotbinière; after Rev. Father Paradis, parish priest.

Parent; township, Lake St. John; after Etienne Parent, for many years Asst.-Provincial Secretary, East, and editor of *Le Canadien*. b. 1801.

Parisville; village and **St. Jacques-de-Parisville** parish, Lotbinière; there are several families named Paris, residing in the village.

Parke; township, Kamouraska; after Thomas Parke, Surveyor-General, 1841–45.

Pashashibu; river and bay, Saguenay; Indian, (Montmagnais) *pishishebau*, "pointed rock."

Paspebiac; village, Bonaventure; Father Pacifique derives it from Micmac, *papqegipsigiag*, meaning, "where a hollow is separated from the bay by a sandy point" or, "sloping ground."

Patapedia; township and river, Bonaventure; from Micmac *ped-a-wee-gl-oeh* meaning, "unequal or capricious current."

Patience; island, Montmagny; Roy says that, in 1633, Father LeJeune accompanied a hunting party of Indians who forced him to remain eight days on this island. He suggests that this incident may have given rise to the name.

Patton; township, Montmagny; after William Patton, lumber merchant and mill-owner at St. Thomas, Montmagny, 1845–55.

Pauline; village, Rouville; probably a diminutive of St. Paul as the settlement is near the west limit of the parish of St. Paul d'Abbotsford.

Pause; township, Pontiac; after de la Pause, régiment de Guyenne, Quartermaster General of the Army, New France, in 1760.

Pearceton; village, Missisquoi; after Martin Pierce, first settler, who built the first saw-mill.

Pélerins; islands, Kamouraska; Abbé Bois thinks them so named from the number of pilgrims who camp there on their way up to Ste. Anne-de-Beaupré from the gulf.

Pelletier; township, Lake St. John; after Sir Charles Alphonse P. Pelletier; M.P., 1869-77; Minister of Agriculture, 1877; Senator, 1877.

Pemiska; river, St. Maurice; Indian name, meaning "paddle river."

Pénin; river, Lévis; after an early settler.

Peninsula; village, Gaspe; descriptive.

Pentecost; river and Pentecost River, village, Saguenay; Biblical.

Percé; island, Gaspe; a precipitous rock, "pierced" by an opening through which fishing boats may pass.
Percé; township and village, Gaspe.

Peribonka; river, Lake St. John; Indian name, meaning "which makes its way across the sand."

Perigny; township, Chicoutimi; after Paul d'Aillebout, sieur de Perigny, b. 1698.

Perkins; village, Ottawa; after the first settler; built a large saw-mill.

Perley; village, Pontiac; after late W. G. Perley, of the firm of Perley & Pattie, lumbermen.

Perrot; seigniory, St. Lawrence river, Vaudreuil; after the grantee, Sieur Perrot, "captain in the regiment of Auvergne and governor of the island of Montreal;" granted by Talon, Oct. 29, 1672.
Perrot; island, Vaudreuil.

Perroquets; island, Saguenay; after a variety of wild duck, having a head somewhat like a parrot (perroquet).

Perryborough; village, Compton; after a settler named Perry, farmer.

Perthuis; seigniory, Portneuf; after the grantee, Sieur Joseph Perthuis, "Councillor in the Supreme Council;" granted by Duquesne and Bigot, Oct. 11, 1753.
Perthuis; village, Portneuf.

Petawagamau; lake and river, Gens-de-Terre river, Gatineau river, Ottawa; Indian name, meaning, "lake of which the sound comes this way."

Peterborough; township, Maskinonge; after Peterborough, cathedral city, Northampton, Eng.

Petit; township, Lake St. John; after Honoré Petit, M.P.P. for Chicoutimi and Saguenay.

Petit-Brulé; village, Two Mountains; a part of the parish burnt by bush fires, was called Petit Brulé to distinguish it from Grand Brulé.

Petit-Capucin; river, Gaspe. *See* Grand Capucin.

Petit-Crapaud; settlement, Gaspe. *See* Gros Crapaud.

Petite-Décharge; river, Lake St. John; the smaller of the two outlets by which the waters of Lake St. John discharge.

Petite-Mascouche; village, Terrebonne. *See* Mascouche.

Petit-Mecatina; township, Saguenay. *See* Mekattina.

Petits-Méchins; village, Rimouski. *See* St. Edouard des Méchins.

Petite-Nation; river and seigniory, Ottawa; the river traversed the hunting grounds of a division of the Algonquins, called by the French, the "Petite Nation" to distinguish them from another division called "The Nation."

Petite-Peribonka; village, Lake St. John. *See* Peribonka.

Petite-Saguenay; river and village, Chicoutimi. *See* Saguenay.

Petite-Vallée; village, Gaspe; from its situation in a small valley.

Petitsikapau; lake, Hamilton river, Ashuanipi; Montagnais name, signifying "lake surrounded by willows."

Peuvret; township, Saguenay; after Jean Baptiste Peuvret, sieur de Gaudarville, King's counsellor under Duchesneau.

Peveril; village, Vaudreuil; after Peveril Castle, ruined stronghold, in the Peak district, Derbyshire; mentioned in Scott's "Peveril of the Peak."

Phelypeaux; township and bay, gulf of St. Lawrence, Saguenay; after Louis Phelypeaux, Count de Pontchartrain (*q. v.*), Minister of Marine, France, 1690-99.

Philipsburg; village, Missisquoi; after Philip Ruiter, agent for Dunn, a land-owner.

Piakuakamits; lake, Lake St. John; Indian name, signifying "low water lake."

Piashti; river and bay, Saguenay; Indian name, meaning, "dry."

Pic; point and Pointe-au-Pic, village, Charlevoix; after a mountain peak (pic) near mouth of Malbaie river.

Piché; point, lake Timiskaming, Pontiac; after an early settler.

Pickanok; river, Pontiac and Ottawa; Indian name, Father Lemoine derives from *pakanak*, meaning "nuts."

Piedmont; village, Terrebonne; so called because situated at the foot of Laurentian mountains.

Pierre; river and Rivière-à-Pierre, village, Portneuf; from stones (pierres) in its rocky bed.

Pierreville; seigniory and village, Yamaska; after Pierre Philippe and Pierre Hertel — son and grandson, respectively, of Laurent Philippe, grantee of the seigniory.

Pigeon Hill; village, Missisquoi; from the large number of wild pigeons that formerly frequented the locality.

Pikapao; river, Moisic river, Saguenay; Indian name, meaning "contracted" or "closed in by alders."

Pike; river and Pike River, village, Missisquoi; from the number of pike formerly found in the river.

Pinault; township, Matane; after late Col. L. F. Pinault (1852–1906), Deputy Minister of Militia.

Pinnacle; mountain, Missisquoi; descriptive.
Pinnacle; settlement, Missisquoi.
North Pinnacle; village, Missisquoi.

Pintendre; village, Levis; the local name of the white pine, which was abundant there.

Piokaboshi; river, Piskatosi river, Gatineau river, Montcalm; Indian name meaning "shallow river closed in by alders."

Piopolis; village, Compton; after Pius IX.

Pipmakan; lake, Saguenay; Montagnais name meaning "spear": said to have been named in remembrance of the last fight between Montagnais and Iroquois, which took place on the mountain overlooking the lake.

Piskatosi; lake and river, Gatineau river, Ottawa and Montcalm; Indian name, meaning "closed in between the rocks."

Pius IX; lake, Ottawa; after pope Pius IX.

Pizeau; point, St. Lawrence river, Quebec. *See* Puiséaux.

Plains of Abraham; scene of the battle of Quebec, 1759; after Abraham Martin, King's pilot, the then owner of the property.

Plamondon; township, Mistassini; after Ignace Plamondon, surveyor under the French régime, author of surveys and plans of the Jesuits Estates seigniories and of the environs of Quebec, 1733–54.

Platon; point, Lotbinière; "platon" is a corruption of "plateau," descriptive of the locality.

Plessis; township, Chicoutimi; after Rt. Rev. Jos. Octave Plessis (1762–1825) R. C. Bishop of Quebec, 1801.
Plessisville; village, Megantic.

Pleurence; bay and river, Gaspe; from fancied "crying" heard by the fishermen; probably the wind or cries of wild animals in the forest.

Pleureur; cape, Gaspe; from the little streams which spring from several points on its surface, giving it the appearance of "weeping."

Pohenegamook; township, village and lake, Kamouraska; Indian (Maleeite) name, meaning "mockery."

Pointe-au-Boisvert; village and Boisvert, point, Saguenay; descriptive of the forest cover.

Pointe-au-Bouleau; village, and Bouleau, point, Saguenay; after the point, which so called because heavily wooded with birch.

Pointe-au-Chene; village, Argenteuil; after a point that runs out into the Ottawa river and which was, formerly, covered with oak (chêne) trees.

Pointe-Claire; village and Claire, point, Jacques-Cartier; the village is on a small point of land from which a clear view of the bays on each side may be had.

Pointe-à-la-Frégate; village and Frigate, point Gaspe; after a frigate that was wrecked here.

Pointe-à-la-Garde; village and Garde, point, Bonaventure; from the garrison of the battery near this point.

Pointe-Gatineau; village, Ottawa; on point at mouth of Gatineau river. *See* Gatineau.

Pointe-au-Goéman; village and Goéman, point, Gaspe; from the sea-weed (goémon) that is thrown up on the shore.

Pointe-aux-Orignaux; village and Orignaux, point, Kamouraska; translation of the Indian name for the point.

Pointe-aux-Outardes; village and Outardes, river and point, Saguenay; from the large number of wild geese (outardes) that frequent the river in the autumn and spring.

Pointe-au-Pic; village, Charlevoix; after a mountain peak on the south-west point of bay at the mouth of the Malbaie river.

Point-Platon; village, and Platon, point, Lotbinière; "platon" is corrupted from "plateau"; descriptive name.

Point St. Charles; village, Jacques-Cartier; after Charles le Moyne, seignior of Longueuil.

Pointe-aux-Trembles; village, and Trembles, point, Laval; named by Jacques Cartier, after the aspens (trembles) that flourished in the vicinity.

Pointe-aux-Trembles; fief and village, and Trembles, point, Portneuf; after the aspens (trembles) that flourished in the vicinity.

Pointe-du-Lac; seigniory and village, St. Maurice; from its situation, at the lower end of lake St. Peter.

Polette; township, Champlain; after Antoine Polette, sometime M. P. for Three Rivers, afterwards, Judge.

Poltimore; village, Ottawa; after Poltimore, village, Devon, Eng.

Ponsonby; township, Ottawa; after Ponsonby, parish, Cumberland, Eng. Or, after William Ponsonby, 1st Baron Ponsonby (1744–1806), M. P., 1784–1800 and 1801–06; Postmaster General, 1784.

Pontbriand; township, Lake St. John; after Mgr. Henri-Marie Dubreuil de Pontbriand, 6th R. C. Bishop of Quebec; d. 1760.
Pontbriand; village, Megantic.

Pontchartrain; township, Saguenay; after fort Pontchartrain, on Phelypeaux bay; the fort named after Louis Phelypeaux, Comte de Pontchartrain, Minister of Marine, France, 1690–99.

Pont-Chateau; village, Soulanges; after a bridge near the post office, the "chateau" being added to describe the 'beauty' of the structure.

Pontefract; township, Pontiac; after Pontefract, town and castle, Yorkshire, England, which from the Latin, *pontem fractum*, "at the broken bridge."

Pontgravé; township, Saguenay; after Sieur François Pont-Gravé, merchant of St. Malo, lieutenant of Chauvin, "Lieutenant of the King in Canada."

Pontiac; county; after a celebrated chief of the Ottawa Indians, the leader in Pontiac's war; attacked Detroit, 1763.

Pontleroy; township, Pontiac; after Pontleroy, Lieut. Colonel et Ingenieur-en-chef du Canada during the French regime. 1760.

Pont-Rouge; village, Portneuf; commemorates a red bridge constructed prior to the erection of the municipality.

Pont-Viau; village, Laval; after a bridge which, at this point, spans Back river.

Pope; township, Ottawa; after the late Hon. John Henry Pope, Minister of Agriculture, 1878-85; Minister of Railways and Canals, 1885-89.

Portage-du-Fort; village, Pontiac; Francis Badgley says, 1792, that it was "so called from there being a resemblance to a fort in the rapid," —an explanation of doubtful accuracy. Probably there was a trading post there in the early days.

Port-aux-Quilles; bay and river, Chicoutimi; Champlain wrote "Equille," an old French name for a species of fish. *See* Quilles.

Port Daniel; village, Bonaventure; after Captain Daniel, a contemporary of Champlain, who made several voyages to New France.
Port Daniel Centre, Port Daniel East and Port Daniel West; villages, Bonaventure.

Portelance; village, Portneuf; after Alfred Portelance, first postmaster.

Portland; township, Ottawa; after Portland, parish and peninsula, Dorset, England.

Port Lewis; village, Huntingdon; after Joshua Lewis, merchant, who was instrumental in having a road built to the St. Lawrence.

Portneuf; township, river and lake, Saguenay; probably after one of the many Portneufs in France.

Portneuf; river, Portneuf; probably after Portneuf, France, or because there was at the mouth of the river, a "new" port.

Portneuf; seigniory, Portneuf; granted April 16, 1647, to the Sieur de la Poterie by the Company of New France; the name taken from the Portneuf river which traverses it.
Portneuf; county and village.

Poterie; seigniory and island, St. Maurice; after the grantee, Sieur Jacques Leneuf, sieur de la Poterie; granted by the Company of New France, March 29, 1649.

Potton; township, Brome; after Potton, town, Bedfordshire, Eng.

Poularies; township, Abitibi; after Lieut. Col. Poularies, regiment de Royal-Roussillon (*q.v.*), New France.

Poulin; lake and Lac-Poulin, village, Beauce; after the first settler.

Poupore; post office, Ottawa; after William Poupore, contractor for the construction of the lock and dam in the Liévre river near the post office.

Powerscourt; post office, Huntingdon; a correspondent says after Powerscourt, Northumberland, Eng. Probably after Powerscourt, parish, Wicklow, Ireland.

Poezer; river, Beauce; after proprietor of a mill at the mouth of the stream.

Preissac; township, Pontiac; after de Preissac, 1er capitaine, régiment de Berry (*q.v.*) New France.

Preston; township, Ottawa; after Preston, town, Lancaster, Eng.

Price; village, Rimouski; after Messrs. Price, owners of a large saw-mill in the village.

Price; township, Beauce; after Hon. J. H. Price, Commissioner of Crown Lands in Baldwin-Lafontaine adminstration.

Priest; bay, lake Timiskaming, Pontiac; after the Roman Catholic mission at this point.

Priest; creek; Ottawa; Roy quotes a tradition that a missionary was killed by the Indians and his body thrown into this stream but this is improbable.

Primeauville; village, Chateauguay; after Marc Antony Primeau, sometime merchant of Ste. Martine.

Princeville; village, Arthabaska; after Pierre Prince, a prominent citizen.

Privas; township, Abitibi; after Lieut-Col. de Privas, regiment de Languedoc (*q.v.*) New France.

Proulxville; village, Champlain; after M. Prudent Proulx, curé of the parish.

Provost; township, Berthier; after Rev. Father Provost, who explored the headwaters of Mattawin and L'Assomption rivers.

Puiseaux; point, Quebec; after de Puiseaux, sieur de Montrenault, who owned it in 1637. Name of point usually spelled, Pizeau.

Punichuan; bay, lake Mistassini, Mistassini; Indian name, meaning, "where the current stops."

Pytonga; lake, Gatineau river, Pontiac; Indian name meaning " a stretch of sand."

Quaquakamaksis; lake, Lake St. John; the Montagnais name, signifying "little rusty lake", referring to the reddish coloured rocks there.

Quebec; city; from the Algonquin, *kebek*, signifying a "strait" or "narrows," "because the river is narrower there than anywhere else in its whole course." Quebec (Champlain); Kébec (Lescarbot).
Quebec; province and county.

Quenet; point, Jacques-Cartier; after Jean Quenet, to whom the surrounding land was granted 1678.

Quetachu; bay, long. 62° 40 W., Saguenay; Indian name, meaning " it discharges itself."

Quilles; bay and river, Chicoutimi; corruption of name given by Champlain, viz., Equille, a kind of fish.

QUINZE; river, Ottawa river, Pontiac; after the fifteen (quinze) rapids in it.
QUINZE; lake, Ottawa river, Pontiac.

QUINNVILLE; village, Ottawa; after James Quinn, one of the first settlers.

QUYON; village, Pontiac; a correspondent says that is a phonetic rendering by English of the sound of the French word "couillon." This is more than doubtful and it is probably of Indian origin.

RACINE; township, Lake St. John; after Mgr. Dominique Racine, first Bishop of Chicoutimi.

RADSTOCK; village, Joliette; after Radstock, parish and town, Somerset, England.

RADNOR; township, Champlain; after Radnor, county, Wales.
RADNOR FORGES; village, Radnor, Champlain; after the iron furnaces situated there.

RAMEAU; township, Gaspe; after E. Rameau de St. Pére, a French writer, friendly to Canadians and Acadians.

RAMESAY, DE; seigniory, Bagot; Oct. 17, 1710, Vaudreuil and Raudot granted this seigniory to Sieur Claude de Ramesay (or Ramzay).

RAMESAY, DE; seigniory, Joliette; granted in 1736 to Dame Geneviève de Ramesay, widow of Sieur de Boishébert.
RAMESAY, DE; post office, Joliette.

RANDIN; island, Berthier; after Sieur Jean Baptiste Randin, to whom it was granted, 1672.

RANG-MATHIAS; village, Chicoutimi; after Mathias Tremblay, the first settler.

RANG-ST. ACHILLE; village, Portneuf; after Achille, son of M. Bouchette, who surveyed the seigniory.

RAPIDE-DE-L'ORIGNAL; village and rapid, Ottawa; tradition says that a deer closely pursued by hunters, escaped by swimming the rapids.

RAT; river and RIVIÈRE-AU-RAT, village, St. Maurice; from the numerous muskrats in the river.

RAUDOT; township, Temiscouata; after Jacques and Antoine Raudot, joint Intendants of New France, 1705-12.

RAWDON; township and village, Montcalm; after Lord Francis Rawdon, Marquis of Hastings (1754-1826). Or, after Rawdon, town, Yorkshire, Eng.

REAUX; island, Montmorency; possibly after M. Ruaux, a "pieux personnage qui s'était donné au commandeur Brulart de Sillery."

REBOURS, river, Gaspe; probably from the "turning back" of the water at an "elbow" near the source.

RECTORY HILL; village, Megantic; after the first Anglican church and rectory, built about 1845.

REEDS MINES; village, Megantic; after Dr. James Reed, mine owner.

REEDS STATION; village, Portneuf; after N. J. Reed, manager for the St. Maurice Lumber Co.

REEDSVILLE; village, Compton; after T. V. Reed, saw-mill owner.

RENARD; river, Gaspe; probably because the country round was formerly much frequented by foxes.

RENAUD; village, Two Mountains; after Théophile Renaud, postmaster.

REPENTIGNY; village, L'Assomption; after Pierre le Gardeur de Repentigny, grantee of the seigniory, April 16, 1647.

RESTIGOUCHE; river, Bonaventure; from "Micmac, *lust-a-gooch*, meaning unknown. Has been variously translated as—five-fingered river, river branching like the hand, big river, broad river, and river of the long war, the latter referring to the traditional war between the Micmacs and Mohawks. Since it and the Miramichi have the same Micmac name it doubtless describes a peculiarity in common which may be their possession of very large branches." (Ganong.)
RESTIGOUCHE; post office, Bonaventure.

RHODES; township, Quebec: after Lieut.-Col. W. Rhodes, Commissioner of Agriculture, Quebec, in the Mercier administration.

RICEBURG; village, Missisquoi; after H. W. Rice, owner of a foundry.

RICHARDSON; township, Mistassini; after James Richardson, geologist, Geological Survey; made geological and topographical surveys in northern Quebec and elsewhere.

RICHELIEU; river, southern Quebec; after Armand Jean du Plessis, Cardinal and duc de Richelieu (1585-1642) a celebrated French statesman, was the principal minister of Louis XIII of France, 1624-42. Champlain first named it "the river of the Iroquois," knowing it had been the highway of that tribe.
RICHELIEU; county.
RICHELIEU; village, Rouville.
RICHELIEU; island and rapids, Lotbinière.

RICHMOND; county; after Charles Lennox, 4th Duke of Richmond (1764-1819), Governor General of Canada, 1818-19.
RICHMOND; township, Bonaventure.
RICHMOND; village, Richmond.

RIDGE; point, Saguenay; descriptive name.

RIGAUD; seigniory, Vaudreuil; after the grantees Pierre François Rigaud, major of marines, and Pierre Rigaud, seignior of Cavagnal (sons of the Marquis de Vaudreuil); granted by Beauharnois and Hocquart, Oct. 29, 1732.
RIGAUD; town and river; Vaudreuil.

RIMOUSKI; river; Indian (Micmac) name, signifying "dog-house" or "haunt of dogs."
RIMOUSKI; county, town and seigniory.

RIPON; township and village, Ottawa; probably after Frederick John Robinson, first Earl of Ripon (1782-1859.) Premier of Great Britain, 1827-8; Colonial Secretary, 1830; created Earl of Ripon, 1833. Or, after Ripon, cathedral city, Yorkshire, Eng.

RISBOROUGH; township, Beauce; after Monks Risborough or Princess Risborough, towns, Buckingham, Eng.

RIVARD CORNER; village, Compton; after a resident, Joseph H. Rivard.

Riverfield; village, Chateauguay; descriptive; a field beside the river.

River Gilbert; village, Beauce. *See* Gilbert.

Rivière-à-Claude; village and Claude, river, Gaspe; from the number of kingfishers found along the river.

Rivière-à-Pierre; village and Pierre, river, Portneuf; after a stream with a rocky bed.

Rivière-au-Rat; village, Champlain. *See* Rat.

Rivière-des-Prairies; river and village, Laval; *See* Prairies (in addenda).

Rivière-du-Moulin; village, Chicoutimi; after mills, now owned by Messrs. Price.

Rivière-du-Loup-en-bas; village and river, Temiscouata; probably after the large numbers of wolves infesting it in the early days. *See* Loup.
Rivière-du-Loup-en-haut; village and river, Maskinonge.

Rivière-Gentilly; village, Nicolet. *See* Gentilly.

Rivière-Mattawin; village, Charlevoix. *See* Mattawin.

Rivière-Mailloux; village, Charlevoix. *See* Mailloux.

Rivière-Mekinak; village, Champlain. *See* Mekinak.

Rivière-Ouelle; village, seigniory and river, Kamouraska. *See* Ouelle.

Rivière-Trois-Pistoles; village, Temiscouata. *See* Trois Pistoles.

Rivington; village, Argenteuil; from its situation on the banks of the Rouge river.

Robertson Station; village, Megantic; after the Hon. J. G. Robertson, who, at the date of founding the village, was President of the Quebec Central Ry.; was Treasurer of the Province of Quebec, 1869–87.
Robertson; township, Ottawa.

Roberval; township and village, Lake St. John; after Jean François de la Roque, sieur de Roberval, first Viceroy of New France.

Robidoux; township, Bonaventure; after J. E. Robidoux, Judge, Superior Court, Quebec; M.P.P. for Chateauguay, 1884–92 and 1897–1900.

Robinson; township, Temiscouata; after Capt. W. Robinson, R.E.; employed on the survey of the boundary line between Canada and United States and between Quebec and New Brunswick.

Robitaille; township, Temiscouata; after Hon. Théodore Robitaille, Lieut. Governor of Quebec, 1879–84.
Robitaille; village, Bonaventure.

Robson; post office, Drummond; after the Rev. Herbert Robson, one of the first Roman Catholic missionaries of Kingsey.

Rocher Capitaine; rapid, Ottawa river; from a large rock island in the middle of the descent.

Rochelle; village, Stafford; probably after La Rochelle, a fortified seaport of France.

Rocher-de-la-Chapelle; village, Montmagny; after a chapel built on the rock one hundred years ago, but not now existent.

Rochon; township, Ottawa; after Alfred Rochon, Judge, Superior Court, Quebec; M.P.P. for Ottawa, 1887–92.

Rockburn; village, Huntingdon; descriptive of its position on the banks of a rocky stream (burn).

Rock Forest; village, Sherbrooke; so named because the rocky banks of the Magog river are wooded.

Rock Island; village, Stanstead; the village is on a rocky island in the river.

Rocmont; township, Portneuf; after Claude de Roquemont, sieur de Brisay, one of the Company of Hundred Associates.

Rolette; township, Montmagny and Bellechasse; after Prov. Lieut. Charles Frederic Rolette, R.N., (1783–1831), was at battle of the Nile and Trafalgar; captured the *Cayahoga*, 1812; was at Frenchtown and at Put-in-Bay (despatches).

Romaine; river, Saguenay; a corrupted form of Indian name, *oloman*, signifying "paint."

Roquemaure; township, Abitibi; after de Roquemaure, brigadier du régiment de la Reine.

Roquetaillade; fief, Nicolet; after the grantee, Pierre Godefroy, sieur de Rocquetaillade; granted by Frontenac, April 22, 1675.

Rosalie; island, Ottawa; after Rosalie Chevrier, wife of Joseph Papineau, seignior of Petite-Nation.

Rosenberg; village, Missisquoi; after Daniel Rosenberger, postmaster.

Rosiers; cape, Gaspe; after the wild rose bushes formerly to be found on the shore. *See* Cap-des-Rosiers.

Ross; township, Lake St. John; after Hon. John J. Ross, Premier of Quebec, 1884-87.

Ross Mills; village, Lévis; after the late W. G. Ross, of Montreal, mill-owner.

Rouge; island, Saguenay; named by Champlain, from the colour of its soil.

Rouge; lake, Maskinonge; from the colour of the water.

Rouge; cape, Gaspe; after the red colour of rock.
Rouge; cape, and Cap-Rouge, village and river, Quebec.

Rouge; river, Rimouski; after red rocks in the bottom which give a reddish appearance to the water in this portion of the river.

Rougemont Station; village, Rouville; after Capt. de Rougemont, Commandant at fort Ste. Thérèse in 1666.

Rouillard; township, Temiscouata; after the Récollet missionary Amable Ambroise Rouillard, who laboured at Rimouski and Trois-Pistoles for 33 years.

Rousseau Mills; village, Portneuf; after J. A. Rousseau, M.P. for Champlain.

Rouville; seigniory, Rouville; after the grantee, Jean Baptiste Hertel, sieur de Rouville; granted by Frontenac and Bochart, Jan. 18, 1694.

Rouville; county, and St. Jean-Baptiste-de-Rouville, village.

Roux; township, Bellechasse; after Abbé Jean Henri Augustin Roux, Superior of College St. Sulpice, Montreal.

Rouyn; township, Pontiac; after de Rouyn, Croix de St. Louis, régiment de Royal-Roussillon, New France, 1759.

Roxham; village, St. Johns; after Roxham, Norfolk, Eng.

Roxton; township, Shefford; after Roxton, village, Bedfordshire, Eng.

Roxton East, Roxton Falls and Roxton Pond; villages, Shefford.

Roy; township, Mistassini; after Hon. R. Roy, sometime Provincial Secretary, Quebec.

Royal-Roussillon; township, Abitibi; after the Royal Roussillon regiment, formed part of Montcalm's force in battle of the Plains.

Royer; township, Saguenay; after Rev. Father Royer, O.M.I. Superior, Ottawa residence, 1867.

Ruisseau-à-l'Eau-Chaude; village and brook, Dorchester; as part of the brook does not freeze in winter, mists like steam rise from the unfrozen surface in cold weather.

Ruisseau-Le-Blanc; village, Bonaventure; after LeBlanc, one of the first settlers.

Ruisseau-St. Georges; parish and village, Montcalm; after St. George creek which after the patron saint of England.

Runnymede; village, Bonaventure; after Runnymede, meadow on the right bank of the Thames, Surrey, England, which means "the meadow of the council"; celebrated in English history as the place where the barons forced King John to sign the Magna Charta.

Rupert; fort and river, Mistassini; after Rupert, Prince of the Palatinate, (1619-82), nephew of Charles I; celebrated in English Civil War as a cavalry leader; first Governor of the Hudson's Bay Co., 1670-82.

Russeltown; village, Chateauguay; after one of the sons of Alexander Ellice who bought the seigniory of Chateauguay in 1795.

Ryanville; post office, Ottawa; the Ryans are in the majority in the locality.

Sabrevois; seigniory, Iberville; granted Nov. 1, 1750, by Jonquieres and Bigot to Sieur de Sabrevois.

Sabrevois; village, Iberville.

St. Adalbert; parish, L'Islet; after Adalbert Blanchet, curé of St. Pamphile, who interested himself in the founding of the parish.

Ste. Adèle; village, Terrebonne; after Adèle Raymond, wife of Hon. A. N. Morin.

St. Adelphe; village, Champlain; after Adelphe Dupuis, curé of Ste. Anne-de-la-Pérade, who planted here the first cross to mark the place for the church.

Ste. Agathe; parish and village, Lotbinière; the first settlers were Irish and the parish was probably named after their patron church at Rome.

Ste. Agathe East; village, Lotbinière.

St. Aimé; village, Richelieu; after Aimé Massue, who gave the land on which the church, college and convent were built.

St. Alban; village, Gaspe; after Alban Bond, the first settler.

St. Alexandre; village, Kamouraska; after Mgr. Alexandre Antonin Taché, R.C. Archbishop of St. Boniface, Man.

St. Alexandre; parish, Iberville; adjoins St. Athanase parish; Athanase succeeded Alexander as bishop of Alexandria.

St. Alexis-de-la-Grande-Baie; parish, Chicoutimi; after Alexis Tremblay, one of the first settlers.

St. Alexis-des-Monts; village, Maskinonge; after Alexis Boulanger who gave the land on which the church is built.

St. Ambroise; parish, Chicoutimi; after M. Ambroise Fafard, curé of Bay St. Paul, who assisted in the formation of this parish.

St. Ambroise-de-la-Jeune-Lorette; parish, Quebec; adjoins St. Charles-Borromée parish. St. Charles Borromée succeeded St. Ambroise at the siege of Milan. *See* Lorette.

St. André-Avellin; village, Ottawa; after André Trudeau, surveyor, nephew of Joseph Papineau, seignior of Petite-Nation. Trudeau surveyed the portion of the seigniory which forms St. André-Avellin.

St. André-de-l'Épouvanté; parish, Lake St. John; the first people who visited this place, reported very highly of it, those who came after were disappointed or dismayed (épouvanté) with its appearance. St. André, after André Néron, the first settler.

St. André-de-Restigouche; post office, Bonaventure; after Mgr. André Albert Blais, R.C. Bishop of Rimouski.

Ste. Angèle-de-Laval; village, Nicolet; after Mgr. Laval, first Bishop of Quebec. *See* Laval.

Ste. Angèle-de-Rimouski; village, Matane; after Angèle Drapeau who, at one time, owned the seigniory and interested herself in the mission started here.

Ste. Angèle-de-St. Malo; parish, Quebec; after St. Malo, France, the port from which Jacques Cartier sailed.

Ste. Angélique-de-Papineauville; parish, Ottawa; after Madame Denis B. Papineau, *née* Angélique Cornu. *See* Papineauville.

Ste. Anne-de-Bellevue; town, Jacques Cartier; Louis and Gabriel de Berthé received a grant here in 1672, and called it Bellevue from the appearance of the place. The name of parish was changed from St. Louis to Ste. Anne about 1715, at the request of Rev. M. de Breslay by way of thanksgiving for what he considered a miraculous escape while crossing from the Indian mission at isle aux Tourtres, and which he attributed to Ste. Anne.

Ste. Anne-de-Beaupré; post village, Montmorency; descriptive, *beau pré*.

Ste. Anne-de-la-Pérade; village, Champlain; after the first seignior, François Xavier Tarieu de Lanaudière, sieur de la Pérade.

Ste. Anne-de-la-Pocatière; village and seigniory, Kamouraska; after Marie Anne Juchereau (widow of de la Pocatière) grantee of the seigniory. Conceded by Talon, Oct. 29, 1672.

Ste. Anne-des-Monts; village, Gaspe; Ste. Anne, after Ste. Anne-de-la-Pocatière from which parish the first settler came, and des Monts, after the Notre Dame mountains in which the river rises.

St. Antoine-de-Charlevoix; post office, Charlevoix; after Antoine Parent of the seminary of Quebec.

St. Antoine-de-Contrecœur; parish, Verchères; after Sieur Antoine Pecaudy, seignior of Contrecœur (*q.v.*).

St. Antoine-de-Lotbinière; village, Lotbinière; formerly St. Antoine-de-Tilly (*q.v.*). *See* Lotbinière.

St. Antoine-de-Tilly; parish, Lotbinière; after Pierre Noel le Gardeur de Tilly who purchased the seigniory Oct. 31, 1700, from his brother Claude Sébastien de Villiers.

St. Antoine-de-Padua; lake, Ottawa; named by recorder Antoine Testard de Montigny, Montreal, after his patron saint.

St. Antonin; village, Temiscouata; after Mgr. Alexandre Antonin Taché, Archbishop of St. Boniface, Man.

St. Arsène; village, Temiscouata; after Arsène Mayrand who was curé of St. Zéphirin when this parish was erected, about 1848.

St. Aubert; village, L'Islet; after Philippe Aubert de Gaspé, first seignior of St. Jean-Port-Joli.

St. Augustin; village, Portneuf; the seigniory of Desmaures is sometimes known as St. Augustin and is supposed to have been placed under the protection of that saint in honour of Augustin Saffray de Mésy, Governor of New France.

St. Barnabé; island, Rimouski; probably so named because first seen by Champlain on June 11th, the festival of St. Barnabé.

St. Barnabé; seigniory, Rimouski; after Sieur le Page de St. Barnabé, to whom it was granted, 1751.

St. Benjamin; post office, Dorchester; after M. Benjamin Demers, formerly curé of St. François-de-Beauce.

St. Bernard-de-Dorchester; village, Dorchester; after Mgr. Bernard Claude Panet.

Ste. Brigide-d'Iberville; village, Iberville; named at request of the Irish inhabitants in honour of St Bridget, a patron saint of Ireland.

Ste Brigitte-des-Saults; parish and village, Nicolet.

St. Bruno; village, Chambly; after a family by the name of Bruneau who lived here.

St. Bruno-de-Guigues; parish, Pontiac; after the first Oblat missionary who laboured among the Indians. *See* Guigues.

St. Bruno, Lake St. John; post office, Lake St. John: after M. Bruno E. Leclerc, curé of Notre-Dame-d'Hébertville when the parish was founded.

St. Calixte-de-Somerset; parish, Megantic; after Calixte Marquis, one of the first missionaries in the Eastern Townships.

St. Camille-de-Bellechasse; post office, Bellechasse; after M. Camille Brocher, curé of St. Denis-de-Kamouraska, formerly curé of St. Magloire and had also care of St. Camille.

St. Canut; village, Two Mountains; probably after Canute, (994-1035,) King of England, Denmark and Norway.

St. Casimir; village, Portneuf; after Casimir Dury, notary of Ste. Anne-de-la-Pérade; he subscribed liberally towards the erection of the church.

St. Charles; river, Quebec; called by Cartier, Ste. Croix, because he reached it Sept. 14th (Holy Cross day). Called St. Charles after Charles des Boues, grand vicar of Pontoise, who had assisted the Indian school.

St. Charles; point, Jacques-Cartier. *See* Point St. Charles.

St. Charles; lake, Quebec; after Charles Denis de Vitré who, in 1686, ceded to the Jesuits, the lake and a three-mile strip around it.

St. Charles; post office, Bellechasse; after Charles Couillard, seignior of Beaumont, who gave land for the church.

St. Charles-Borromèe; parish, Chicoutimi; after Rev. M. Charles Richard, Ste. Sophie-de-Halifax, sometime missionary at St. Charles Borromée.

St. Christophe; island, Three Rivers; after Christophe Crevier, baker, established at Three Rivers about 1639.

St. Claude; cape, Lévis; after Claude Manque, notary, who bought the land in the vicinity of this cape in 1677.

St. Clément; parish, Beauharnois; formed in 1820 and named after M. Pierre Clément, first curé of the mission.

St. Clément-de-Viauville; parish, Hochelaga; Viauville, after Charles Théodore Viau, a resident.

Ste. Clotilde-de-Chateauguay; village and parish, Chateauguay; Ste. Clotilde adjoins St. Rémi; in 496, St. Rémi, Archbishop of Reims, baptised Clovis, the husband of Clotilde.

St. Columban; village, Two Mountains; settled by Irish, 1837, and named after Saint Columban (543-615), an Irish missionary in France.

St. Côme; village, Joliette; after Rev. Jean F. Brisson de St. Côme, an early missionary; killed in 1707.

St. Constant; village, Laprairie; after Constant Cartier.

Ste. Cunégonde; ward, Montreal; adjoins St. Henri and named after the wife of St. Henri.

St. Cuthbert; village, Berthier; probably after seignior James Cuthbert who, in 1777–78, bought the seigniories of la Noraye and d'Autray; he gave land for the church.

St. Cyprien; village, Temiscouata; after Rev. Cyprien Gagné, parish priest of St. Paul de la Croix.

St. Cyriac; village, Chicoutimi; after an old Montagnais, named Cyriac; the first inhabitant of the parish.

St. Cyrille-de-Wendover; village, Drummond; after Cyrille Brassard, farmer, one of the first settlers in the parish.

St. Damase; village, St. Hyacinthe; after M. Damase Morisset, curé of Présentation parish.

St. Damase-des-Aulnaies; village, L'Islet; after Damase Ouellet, in whose house religious services were held before the parish was formed. *See* Aulnaies.

St. Damase-de-Rimouski; village, Rimouski; after M. Damase Morisset, curé of Notre-Dame-de l'Assomption.

St. David-de-Lauberivière; parish, Lévis; St. David after David Déziel, first curé; and after Mgr. Lauberivière, fifth R. C. Bishop of Quebec.

St. Denis; fief, and St. Denis-de-la-Bouteillerie, village, Kamouraska; fief granted by Frontenac, May, 12, 1679, to Nicolas Juchereau de St. Denis, for and on behalf of his son Joseph Juchereau.

St. Denis; seigniory, St. Hyacinthe; after Barbe Denis, wife of Louis de Gannes, sieur de Falaize to whom the seigniory was granted Sept. 20, 1694.
St. Denis-de-Richelieu; village, St. Hyacinthe.

St. Désiré-du-Lac-Noir; parish, Megantic; after M. Désiré Jobin, first missionary to Black Lake.

St. Dominique Station; village, Soulanges; after Col. Dominique Longueuil.

St. Donat; village, Rimouski; St. Donat is an anagram of Nadeau, name of the first curé of St. Donat.

St. Dunstan-du-Lac-Beauport; parish, Quebec; named after St. Dunstan, Archbishop of Canterbury, because first settled by English and Irish.

St. Edmond-de-Berthier; village, Berthier; after M. Edmond Moreau, curé of St. Barthélémy when the parish was formed from it

St. Edouard; parish, Lotbinière; after M. Edouard Faucher, curé of Lotbinière, founder of the parish.

Ste. Elizabeth; post village, Joliette; after Elizabeth, mother of John the Baptist, as the two men who donated the land for the church each had for Christian name, Jean Baptiste.

St. Elie; village, St. Maurice; after Rev. J. Elie Sirois, first missionary of St. Elie.

St. Eloi; village, Temiscouata; after Eloi Rioux, seignior of Trois Pistoles.

St. Elphège; village, Yamaska; after Mgr. Elphège Gravel, first Bishop of Nicolet.

St. Elzéar; village, Beauce; after seignior Elzéar Duchesnay.

St. Ephrem-de-Tring; village, Beauce; after Ephrem Proulx, notary, who gave land for the church.

St. Etienne; seigniory, Lévis; April 15, 1737, Beauharnois and Hocquart, granted it to Francois Etienne Cugnet, hence St. Etienne.

St. Etienne-des-Grès; parish, St. Maurice; from the sandstone rock found there.

St. Etienne-de-Lauzon; parish, Lévis; after Rev. Etienne Baillargeon, for many years curé of St. Nicolas.

St. Eugène; parish, L'Islet; after Eugène Casgrain, seignior of L'Islet.

Ste. Eugénie-du-Lac-Chaud; parish, Ottawa; after the wife of Hon. Adélard Turgeon, *née* Eugénie Samson.

St. Eusèbe; village, Temiscouata; after Eusèbe Sénéschal, the first settler.

St. Eustache; village, Two Mountains; after Eustache Lambert, seignior of Mille-Isles.

St. Faustin; parish, Terrebonne; adjoins St. Jovite; Faustin and Jovite were brothers.
St. Faustin; village, Terrebonne.

St. Félicien; parish, Lake St. John; adjoins St. Prime; Prime and Félicien were brothers.
St. Félicien; village, Lake St. John.

St. Féréol; village and parish, Montmorency; after Rev. Jean Lyon de St. Féréol, Superior of the seminary of Quebec and sixth curé of Quebec.

St. Fidèle; village, Charlevoix; after M. Fidèle Morissette, first curé of the parish.

Ste. Flavie; village, Matane; after Flavie Drapeau, daughter of the seignior.

St. Flavien; village, Lotbinière; after Mgr. Flavien Turgeon, R. C. Archbishop of Quebec.

Ste. Foy; fief, Quebec; the name Sainte-Foy given to his fief by M. de Puiseaux, was undoubtedly borrowed, like that of St. Michel, from some village in France. There are in France two small towns called Ste. Foy, viz.: Sainte-Foy-la-Grande in department of Gironde and Sainte-Foy near Lyons.
Ste. Foy; village, Quebec.

St. Francis; river, rising in Temiscouata; Indian name *pichuniganuk* meaning "long portage" (*peech*, long, *oonegun*, "a portage," *uk*, locative). Abbé Maurault thinks it takes the name St. Francis from the parish of St. François-du-Lac, which see.

St. François; parish, Beauce; after the first missionary, M. François Charpentier.

St. François-d'Assise; village, Bonaventure; after M. François Cinq-Mars, curé of St. Alexis-de-Metapedia.

St. François-d'Orleans; village, Montmorency; after François Berthelot, seignior of the island of Orleans when the parish was formed.

St. François-du-Lac; village, Yamaska; after François de Lauzon (son of Jean de Lauzon), to whom the Company of Hundred Associates, in 1635, granted a large tract of land bounded on one side by the river St. François, which name is first used in 1638, in the act of Governor Montmagny putting Lauzon in possession.

St. François-Xavier-de-Viger; village, Temiscouata; after M. François Xavier Ludger Blais, curé of Fraserville. *See* Viger.

St. Frédéric; village, Beauce; after M. Frédéric Caron, the first curé of the parish.

St. Gabriel-de-Rimouski; village, Rimouski; after M. Gabriel Nadeau, curé of St. Luc.

St. Gédéon; village, Lake St. John; after Hon. Gédéon Ouimet, Premier of Quebec, 1873-76.

Ste. Geneviève-de-Berthier-en-haut; parish, Berthier; after Marie-Geneviève, daughter of the seignior, Berthier (*q.v.*).

St. George-de-Malbaie; parish and post village, Gaspe; after George Prevel, a friend of the early missionaries, and M. George Potvin, the first curé of the place.

St. George-de-Windsor; post village, Richmond; after Abbé George Duhaut, curé of Wotton and missionary to Windsor, 1853-57.

St. Gérard-de-Montarville; parish, Ottawa; after Gérard Benoit, son of the president of the Société de Colonisation of Montreal; Montarville, after a chateau owned by the president.

St. Germain; township, Chicoutimi; after Edward Granville (Eliot) 3rd Earl of St. Germans (1798-1870), who accompanied the Prince of Wales in Canada in 1859; viceroy of Ireland, 1853-55.

St. Germain-de-Kamouraska; village and parish, Kamouraska; the parish church was built on the St. Germain road which after a farmer whose land it crossed.

Ste. Germaine-du-Lac-Etchemin; parish, Dorchester; parish erected 1867, same year Ste. Germaine was canonised.

St. Germain-de-Rimouski; parish, Rimouski; after the first resident, Germain Lepage.

St. Gilbert; village and parish, Portneuf; after Gilbert Frenette who donated land for the church.

St. Gilles; island, Vaudreuil; after Gilles Perrot, (*q.v.*) to whom it was granted.

St. Gilles; seigniory and village, Lotbinière; after the grantee Gilles Rageot, sieur de Beaurivage; granted by Beauharnois and Hocquart, April 1, 1738.

St. Godfroi; parish, Bonaventure; after M. Charles Godfroi Fournier, curé of Notre-Dame-de-Paspebiac, founder of the parish.

St. Grégoire; parish and village, Nicolet; after Grégoire Bourque who gave the ground on which the church was built.

St. Grégoire-du-Sault; parish, Montmorency; after M. Grégoire Tremblay, curé of Beauport, and founder of the parish.

St. Guillaume-d'Upton; village, Yamaska; after Hon. Charles William Grant, who, in 1800, received the township of Upton from the Government in exchange for St. Helen island, opposite Montreal.

Ste. Hedwidge; parish, Lake St. John; site for the church was selected on St. Hedwidge's day.

St. Helen; island, St. Lawrence river, Montreal; named by Champlain, 1611, after his wife Hèlène Boulé.

Ste. Hélène; island, Pontiac; after St. Helena, island, South Atlantic, the place of detention of Napoleon I.

Ste. Hélène-de-Bagot; village and parish, Bagot; Hélène was the Christian name of the mother of M. Ramezay, seignior of St. Hugues and of Ste. Hélène.

Ste Hélène-de-Kamouraska; village and parish, Kamouraska; after Hélène Taché (later, wife of Nazaire Têtu), daughter of seignior Paschal Taché.

Ste. Hénédine; village and parish, Dorchester; after Hénédine Dionne, wife of the seignior, Elzéar Taschereau.

St. Henri; parish, Lake St. John; after Henri Cimon, one of the first priests who had charge of this parish.

St. Henri-de-Lévis; village and parish, Lévis; after Mgr. Henri Marie de Pontbriand, R. C. Bishop of Quebec.

St. Hilaire; township, Lake St. John; after Elie St. Hilaire, M.P.P. for Chicoutimi, 1881-88.

St. Hilaire-du-Lac-St. Jean; post office, Lake St. John.

St. Hippolyte-de-Kilkenny; parish, Terrebonne; after Rev. Hippolyte Moreau, a canon of Montreal cathedral who was sent by the Bishop in 1864 to select a site for the church. *See* Kilkenny.

St. Honoré; parish, Temiscouata; after the first settler, Honoré Morin.

St. Hubert; village and parish, Chambly; the parish originally formed part of the parish of St. Lambert. St. Hubert succeeded St. Lambert as bishop of Maestricht.

St. Hubert Station; post office, Chambly.

St. Hugues; post village and parish, Bagot; after seignior Hugues le Moyne de Martigny, founder of the parish.

St. Hyacinthe; seigniory, county and city; after Hyacinthe Simon Delorme, who, in 1753, purchased the seigniory from Pierre François de Rigaud, seignior of Vaudreuil, to whom it had been granted in 1748.

St. Ignace; cape and parish, Montmagny. *See* Cap-St. Ignace.

St. Ignace-de-Loyola; post village and parish, Berthier; Champlain named a small island in lake St. Peter after the founder of the Jesuit order. The parish, when formed, included the island and the name was adopted for former, also.

St. Ignace-de-Nomining; parish, Ottawa; at first under the charge of the Jesuits who named it St. Ignace after the founder of their order.

St. Ignace-de-North-Stanbridge; parish, Missisquoi; after Mgr. Ignace Bourget.

St. Isidore-de-Laverlochère; parish, Pontiac; after the late Rev. Father Isidore Thérien de Laverlochère. *See* Laverlochère.

St. Jacques-le-Majeur-de-l'Achigan; parish, Montcalm; after M. Jacques Degeay, curé of St. Pierre du Portage who took a great interest in the settlement of this parish about 1770.

St. Jacques-le-Mineur; parish and village, Laprairie; adjoining parish to St. Philippe. The church observes on the same day the feasts of the apostles Philippe and James the Lesser. It is probably because it is next to St. Philippe that this parish was called St. Jacques-le-Mineur.

St. Jean–Baptiste; parish, Quebec; after rue St. Jean, Quebec city, which after Jean Bourdon, first seignior of Pointe-aux-Trembles, Portneuf.

St. Jean-Baptiste-de-Belair; parish, Portneuf; after seignior Jean Baptiste Toupin de Sault, seignior of Belair; d. 1780.

St. Jean-Baptiste-de-Sherbrooke; parish, Sherbrooke;named by Mgr. Antoine Racine, after the parish of St. Jean-Baptiste-de-Quebec, of which he had charge for twenty-one years.

St. Jean-Deschaillons; village and parish, Lotbinière; after Jean Baptiste de St. Ours, sieur Deschaillons, first seignior of Deschaillons.

St. Jean-l'Evangéliste; post village and parish, Bonaventure; being the first parish erected by Mgr. Jean Langevin, first Bishop of Rimouski, it was placed under the protection of his patron saint.

St. Jean-de-Matha; village and parish, Joliette; adjoins St. Félix de Valois. St. Félix and St. Jean were very intimate friends.

St. Jérôme; town, Terrebonne; founded, 1854; first called Dumontville, after seignior Dumont of St. Eustache.

St. Joachim; parish, Chateauguay; after Joachim Robutel de Noue, seignior of Chateauguay when mission was initiated, 1727.

St. Joachim-de-Montmorency; parish, Montmorency; probably so called because Ste. Anne, titular saint of the adjoining parish of Ste. Anne-de-Beaupré, was the wife of St. Joachim; erected 1685.
St. Joachim-de-Montmorency; village, Montmorency.

St. Joachim-de-Shefford; post village and parish, Shefford; the adjoining parish is Ste. Anne de Stukely. *See* St. Joachim-de-Montmorency.

St. John; lake, Lake St. John; the early missionary priests, used to appoint a day on which they would meet the people of a certain district for religious service. In the vicinity of this lake, the day appointed was the festival of St. John the Baptist.

St. Johns; county and town; probably after Jean Frédérick Phélypeaux, Count de Pontchartrain, minister of Marine, France, when fort St. Jean was constructed, 1748.

St. Joseph-de-Beauce; post village and parish, Beauce; after Joseph Fleury, sieur de la Gorgendière, the first seignior of the place.

St. Joseph-de-Mekinak; post village and parish, Champlain; the first service was held on Sept. 18th, 1885—feast of St. Joseph. *See* Mekinak.

St. Joseph-de-Soulanges; parish, Soulanges; after Joseph Dominique Emmanuel leMoyne de Longueuil, seignior of Soulanges.

St. Jovite; post village, Terrebonne; after St. Jovite parish, which so called because the first mass was celebrated Feb. 15th, 1877 on the feast day of St. Jovite.

Ste. Julie; parish, Megantic; after the Christian name of Mrs. Chas. King.
Ste. Julie Station; village, Megantic.

Ste. Justine; village and parish, Dorchester; after Lady Justine Langevin, wife of Sir Hector Langevin.

St. Lambert; village, Chambly; after Raphaël Lambert Closse, a noted Indian fighter; came to Montreal with Maisonneuve; killed in fight, 1662.

St. Laurent-d'Orléans; village and parish, Montmorency; after seignior Laurent Mauvide.

St. Lawrence; gulf and river; name first given by Cartier, 1535, to a bay (now known as Pillage bay) because he reached it on Aug. 10th, the festival of St. Lawrence; name gradually extended from the bay to the gulf and to the river.

St. Lazare-de-Bellechasse; parish and village, Bellechasse; after Lazare Buteau who contributed to the new mission.

St. Lazare-de-Vaudreuil; village and parish, Vaudreuil; the parish adjoins the parishes of Ste. Marie-Madeleine and Ste. Marthe. Marie Madeleine and Marthe were sisters of St. Lazare.

St. Liboire; village and parish, Bagot; after Liboire Girouard, curé of St. Simon, who gave much assistance when the parish was founded.

St. Lin-des-Laurentides; parish and village, L'Assomption; adjoining parish to St. Pierre-de-l'Assomption. St. Lin succeeded St. Pierre as pope: Laurentides from its proximity to the Laurentian mountains.

St. Louis; lake and rapid in St. Lawrence above Montreal city; after Louis, Champlain's servant, who was drowned in the rapids.

St. Louis; river, Chateauguay; either after lake St. Louis, or after Louis XIV., King of France.

St. Louis-de-Bonsecours; village and parish, Richelieu; being the first erected by Mgr. Louis Z. Moreau, bishop of St. Hyacinthe, the parish was placed under the protection of his own patron saint; Bonsecours after the seigniory.

St. Louis-de-Gonzague; village and parish, Beauharnois; probably because on the St. Louis river; formerly Rocqueville after Charles Larocque who built the first store in the village.

St. Louis-de-Ha-Ha; village, Temiscouata; St. Louis, King of France, was given as patron in remembrance of M. Louis Proulx, curé of St. Patrick-de-la-Rivière-du-Loup. "Ha-ha. after a lake reached from the St. Lawrence by a portage forty miles long. The voyageurs in catching sight of the lake after such a long and difficult portage. naturally exclaimed: 'Ha Ha'." So a correspondent. While voyageurs could be excused for exclaiming "ha-ha" after portaging *forty miles*, it is probable that the name has same origin as Ha-ha bay (*q. v.*).

St. Louis-de-Terrebonne; parish, Terrebonne; after Louis Lepage, canon of Quebec, who, in 1731, bought the seigniory of Terrebonne and founded this parish. He contributed land and money for the church.

St. Louis-du-Mile End; town, Hochelaga. *See* Mile End.

Ste. Louise; village and parish, L'Islet; after Louise Boisseau, wife of Amable Boisseau, seignior of St. Roch-des-Aulnaies, when the parish was erected.

St. Luc; parish, Champlain; parish formed from a part of St. Tite. Titus and Luke were intimate friends.

St. Luc-de-Matane; post village and parish, Matane; parish after Rev. Luc Rouleau who, at date of erection, was curé of St. Jérôme de Matane and missionary to what is now St. Luc. *See* Matane..

Ste. Luce; village, Rimouski; after the seignioress, Luce Gertrude Drapeau.

Ste. Lucie-de-Disraeli; parish, Wolfe; after the Lady Superior of the Sherbrooke convent—Madame Sainte-Lucie. *See* Disraeli.

St. Lucien; parish, Drummond; after Lucien Lavallée, curé of Nicolet.

St. Ludger; parish, Temiscouata; after the Rev. François Xavier Ludgèr Blais, curé of Fraserville.

St. Magloire; parish and village; Bellechasse; after Rev. J. Magloire Rioux, first missionary of the parish.

St. Majorique; parish and post village, Drummond; parish, after the late M. Majorique Marchand, who, in his lifetime, was curé of Drummondville.

St. Majorique-du-Nord-Ouest; parish, Gaspe; after Majorique Bolduc, curé of Douglastown, when parish was formed.

St. Malachie; post village and parish, Dorchester; many of the inhabitants were from near Armagh, Ireland; St. Malachie was bishop of Armagh.

St. Malo; post office, Compton; after St. Malo, seaport, France. Jacques Cartier set sail from St. Malo, April 20, 1534.

St. Marc-des-Carrières; parish, Portneuf; after the limestone quarries in the vicinity.

Ste. Marguerite-de-Blairfindie; parish, St. Johns; Blairfindie, Scotland, was the birthplace of David A. Grant, who married Marie Josephte LeMoyne, the seignioress of Longueuil. St. Margaret was given as titular saint, probably, because Grant was of Scotch origin.

Ste. Marie-Beauce; post village and parish, Beauce; after Marie Claire Fleury de la Gorgendière, wife of the seignior.

Ste. Marthe; post village and parish, Vaudreuil; parish cut off from Ste. Marie-Madeleine. St. Mary and St. Martha were sisters.

St. Martial; parish, Gaspe; after M. Martial Bilodeau, first priest in charge of the parish, now curé of Ste. Anne-des-Monts.

St. Maurice; river, St. Lawrence river; probably after Maurice Poulin, sieur de la Fontaine. Called "de Foix" by Cartier; Gaston Phoebus (1343–90) and Henri Quatre (1553–1610) were the most celebrated of the Counts of Foix.

St. Maurice; county.

St. Maurice; seigniory; Aug. 4, 1676, Duchesneau granted it to Jeanne Jaloupe, widow of Maurice Poulin, sieur de la Fontaine. The widow applied for a title on the ground that, in 1668, Talon had promised to give her late husband a title-deed, contingent upon his making improvements.

St. Maxime; village, Beauce; after M. Maxime Filion, curé of St. Raymond.

St. Méthode; parish, Lake St. John; adjoining parish to St. Cyrille de Normandin. St. Cyrille and St. Méthode were brothers.

St. Michel; seigniory, Verchères; after M. de St. Michel, to whom it was granted, 1672.

St. Michel-de-Rougemont; parish and post office, Rouville; after M. de Rougemont, a captain in the Carignan regiment, commandant at fort Ste. Thérèse during winter of 1666.

St. Michel-de-Vaudreuil; parish, Vaudreuil; after Michel Chartier de Lotbinière, chief engineer of New France; in 1763, he bought the seigniory of Vaudreuil.

St. Modeste; post village and parish, Temiscouata; after Mgr. Modeste Demers, who, about 1848, visited M. Benjamin Grenier, curé of Cacouna; M. Grenier was, at the time, engaged in the erection of the new parish.

St. Moise; post village and parish, Matane; after M. Moise Duguay, curé of Ste. Flavie, from which parish many of the first settlers came.

Ste. Monique-des-Deux-Montagnes; village and parish, Two Mountains; the parish was cut off St. Augustin parish; Ste. Monique was the mother of St. Augustin.

St. Narcisse-de-Beaurivage; parish, Lotbinière; after Narcisse Drouin of St. Gilles-de-Beaurivage.

St. Nazaire; village, Bagot; after the Rt. Rev. Louis Nazaire Bégin, Archbishop of Quebec; b. 1840.

St. Nazaire-de-Buckland; village, Dorchester.

St. Nérée; parish and post village, Bellechasse; after l'Abbé Nérée Gingras who founded the parish; d. 1892.

St. Odilon; post village, Dorchester; after the Rev. Odilon Paradis, former parish priest of Frampton.

St. Omer; village and parish, Bonaventure; after M. Omer Normandin, curé of St. Joseph, who was instrumental in having the parish formed.

St. Ours; seigniory, Richelieu; granted Oct. 29, 1672, by Talon to the Sieur de St. Ours, captain in the Carignan regiment.
St. Ours; village and island, Richelieu.

St. Pacôme; village and parish, Kamouraska; in allusion to the poverty of the inhabitants, it was placed under the protection of this saint. St. Pacome lived the life of an anchorite.

St. Pamphile; village and parish, L'Islet; after Pamphile Verrault, notary. St. Jean-Port-Joli; M.P. for L'Islet when parish was formed.

St. Pascal; village, Kamouraska; after M. Pascal Taché, seignior of Kamouraska.

St. Patrick-de-Beaurivage; parish, Lotbinière; as the parish was settled by Irish, it received the name of their patron saint.

St. Paul; lake, Maskinonge; so called because near lake St. Peter.

St. Paul-de-l'ile-aux-Noix; parish, St. Johns; after Mgr. Paul Bruchési, Archbishop of Montreal. *See* Noix.

St. Peter; lake, expansion of river St. Lawrence; so named because Champlain discovered it, June 29, St. Peter's day.

St. Philéas-de-Villeroy; parish, Lotbinière; St. Philéas after Rev. Philéas J. Filion, first priest in charge of the mission; Villeroy, a partial translation of the old name Kingsbury, (which after Messrs. King, lumbermen) and partly after F. E. Roy, station agent.

St. Philémon; post office and parish, Bellechasse; as the parish was cut off from St. Paul-du-Buton, probably called St. Philémon as the latter was a disciple of St. Paul.

St. Pie-de-Guire; parish and post village, Yamaska; after Pius IX, pope at the time of the erection of the parish; 'de Guire' from the seigniory.

St. Pierre-les-Becquets; seigniory, Nicolet; granted in 1672, to Romain Becquet, but, later, cancelled for non-fulfillment of conditions. Regranted in 1683, to Sieur Louis Lévrard who, in 1703, married one of the daughters of Romain Becquet (*see* Lévrard).
St. Pierre-les-Becquets; village, Nicolet.

St. Pierre, Montmagny; village and parish, Montmagny; after Pierre Blanchet the founder of the church in this parish.

St. Prime; village and parish, Lake St. John; after M. Prime Girard, curé of Roberval, who first conducted a mission here.

St. Prosper-de-Dorchester; village and parish, Dorchester; after M. Prosper Meunier who conducted the mission here when he was curé of St. Zacharie.

St. Raphaèl; village and parish, Bellechasse; after M. François Raphaèl Paquet, curé of St. Gervais, 1806–38.

St. Régis; Indian village, Huntingdon; after St. Jean François Régis (1597-1640), Jesuit, canonised about the same date as the founding of the village, 1752; named by Father Gordon, Jesuit missionary.

St. Régis; river and Indian reserve, Huntingdon.

St. Rémi; village, Napierville; after Daniel de Remi, seigneur de Courcelles, Governor of New France, 1665.

St. Rémi-de-Tingwick; village and parish, Arthabaska; after Rémi Grenier, the first settler. *See* Tingwick.

St. Robert; village and parish, Richelieu; after a man named Robert, sometime owner of a large part of the present parish.

St. Roch-l'Achigan; parish and post village, L'Assomption; after M. Roch de St. Ours, seignior of La Chenaie, who, about 1786, gave the land for the church. *See* Achigan.

St. Roch-des-Aulnaies; post village and parish, L'Islet; after the patron saint St. Roch de Montpellier, south of France. Des Aulnaies or Auenets, because the river Ferrée which traverses the parish is bordered by alders (aunes). Aulnaies is an archaic word signifying, aldergrove.

St. Roch-d'Orford; parish, Sherbrooke; the post office and station being called Rock Forest, suggested that the parish be put under the patronage of St. Roch.

St. Roch–de–Quebec; ward of Quebec city; after the well known suburb of Paris.

St. Roch-de-Richelieu; village and parish, Richelieu; after the seignior, Roch de St. Ours, the founder of the parish.

Ste. Rosalie; island, Ottawa river, Ottawa; after Rosalie *née* Chénier, wife of Joseph Papineau, sometime seignior of Petite-Nation.

Ste. Rosalie; village and parish, Bagot; this parish formed part of the seigniory of St. Hyacinthe, which, at time of formation of the parish, was owned by M. Dessaules. Several members of the Dessaules family bore the Christian name of Rosalie.

Ste. Rose-du-Dégelé; post office and parish, Temiscouata; 'Dégelé', after a rapid in the vicinity that does not freeze.

Ste. Rose-de-Lima; parish and village, Ottawa; Mgr. Duhamel, Archbishop of Ottawa, established the parish on the féte day of "Ste. Rose de Lima."

St. Samuel Station; post office, Compton; after the M. Samuel Garon, curé of Notre-Dame-des-Anges.

St. Sauveur-des-Montagnes; village, Terrebonne; because surrounded by the Laurentian mountains.

St. Sauveur-de-Quebec; ward of Quebec city; after M. Le Sueur, a French priest, called by the Canadians, St. Sauveur, because he had been curé of St. Sauveur-de-Thury.

Ste. Scholastique; parish, Two Mountains; adjoins St. Benoit parish; St. Benoit and Ste. Scholastique were brother and sister.
Ste. Scholastique; village, Two Mountains.

St. Sévère; village and parish, St. Maurice; after M. Sévère Nicolas Dumoulin, curé of Ste. Anne-d'Yamachiche who did much towards forming the new parish.

St. Sévérin-de-Beaurivage; village and parish, Beauce: after M. Edouard Sévérin Fafard, curé of St. Joseph-de-Lévis; he founded the parish in 1863, and ministered there until 1873; 'Beaurivage', after Beaurivage river.

St. Simon-d'Yamaska; parish, Bagot; adjoins the parish of St. Jude; Simon and Jude were massacred at Snanyr. Yamaska from the river on which situated.
St. Simon-d'Yamaska; village, Bagot.

St. Sixte; parish and post village, Ottawa; a lake and stream in the vicinity had long been known as Sans-sik, the sound may have suggested giving this saint as titular for the parish.

Ste. Sophie-de-Lacorne; village and parish, Terrebonne; after Sophie Raymond, wife of Hon. Joseph Masson.

St. Sulpice; seigniory, Montcalm and L'Assomption; so named as it was the property of the seminary of St. Sulpice, Montreal.
St. Sulpice; village, L'Assomption.

St. Sylvestre, East; village and parish, Lotbinière; after St. Sylvestre, because his feast day is December 31st, the last day of the month and of the year, and the parish is about 36 miles from Quebec in a district difficult of access.

St. Télesphore-de-Montjoye; parish, Soulanges; "the name Montjoye was given in remembrance of France. 'Montjoye et St. Denis' was the war cry of the chevaliers of France."

Ste. Thècle; village and parish, Champlain; the first missions were conducted by the curé of St. Tite. Ste. Thècle and St. Tite were contemporaries.

St. Théodore-de-Grande-Anse; parish, St. Maurice; St. Théodore after Théodore Olscamp, first settler; Grande Anse, from the large bay in the St. Maurice river, opposite the church.

St. Théophile-d'Ely; parish, Shefford; after M. Théophile Descarries, curé of St. Joseph d'Ely, and founder of the parish.

St. Théophile-du-lac-à-la-Tortue; parish, Champlain; the lake has the form of a turtle. St. Théophile, after M. Théophile Sicard de Carufel, first curé of Notre-Dame-de-Mont-Carmel of which this parish formed a part.

Ste. Thérèse-de-Blainville; parish and village, Terrebonne; the seigniory of Mille Isles was regranted in 1714, to Suzanne and Anne Marie Thérèse, the two daughters of the first grantee, Sidrac Dugué. The daughter of Anne Marie Thérèse married de Blainville, hence Ste. Thérèse de Blainville.

St. Thomas; parish, Montmagny; called St. Thomas-de-la-Pointe-à-la-Caille after M. Thomas Moul, first priest in charge, 1678-88, and after Adrien Dabboucour la Caille. La Caille was father-in-law of Jean Jolliet and was drowned near Berthier, 1640. The point on which the body was found was called Pointe-à-la-Caille and the river debouching near the point, la-Caille river.

St. Thomas-d'Aquin; village and parish, St. Hyacinthe; this parish was cut off from Notre-Dame-St. Hyacinthe, then under the charge of the Dominicans. St. Thomas d'Aquin is one of the most revered personages in the order of the Dominicans.

St. Thomas-de-Joliette; village and parish, Joliette; after M. Thomas Brassard, curé of Ste. Elizabeth when this parish was cut off from it.

St. Tite-des-Caps; village and parish, Montmorency; named St. Tite at the time when this saint was inscribed on the Roman calendar: 'des Caps', from its situation.

Ste. Trinité-de-Contrecoeur; parish, Verchères; after Dlle. Denis de la Trinité, wife of Sieur Antoine Pecaudy, seignior of Contrecoeur.

St. Ubalde; parish and village, Portneuf; after Ubalde Gingras, brother-in-law of Mgr. Baillargeon, then Archbishop of Quebec.

St. Urbain-de-Charlevoix; village and parish, Charlevoix; after Rev. Urbain Boiret, one of the first superiors of the Quebec seminary

St. Urbain-de-Chateauguay; village and parish, Chateauguay; St. Urbain parish was cut off from Ste. Martine parish. Ste. Martine suffered martyrdom when pope Urban I. was pontiff.

Ste. Ursule; village and parish, Maskinonge; the parish formed part of a seigniory owned by the Ursulines of Three Rivers.

St. Valentin; village and parish, St. Johns; name given in 1878 to the village and parish on the occasion of the first mass, celebrated there on St. Valentine's day, Feby. 14th.

St. Valérien; post village and parish, Shefford; the adjoining parish is Ste. Cécile-de-Milton; St. Valérien was the husband of Ste. Cécile.

St. Valérien de Rimouski; post village and parish, Rimouski; this parish was cut off from Ste. Cécile-de-Bic. St. Valérien was the husband of Ste. Cécile.

St. Vallier; parish and post village, Bellechasse; after Mgr. de St. Vallier, second R.C. Bishop of Quebec.

St. Victor-de-Tring; village and parish, Beauce; after Victor Hudon, wholesale merchant of Montreal.

St. Vincent; lake, Quebec; after an Indian hunter named Vincent, who had his headquarters near the lake.

St. Vincent; township, Saguenay; after Sieur de St. Vincent, Ensign of Marines, who, in 1740, received a fishing concession on the north shore.

St. Wilbrod; parish, Lake St. John; after M. Wilbrod Barabé, who, when this parish was formed, was curé of Hébertville.

St. Zacharie; post village, Beauce; after Rev. Father Zacharie Lacasse, O.M.I., who was much interested in colonization work in the district.

St. Zotique; post village and parish, Soulanges; the year the parish was formed, Mgr. Bourget brought to Canada some relics of St. Zotique.

Sagamite; lake, Portneuf; from an Indian word meaning "hot soup" or "hot liquid."

Sagard; township, Saguenay; after Gabriel Sagard one of the first historians of Canada; visited Canada, 1623.

Sagegawega; lake, Ottawa; Indian name meaning lake containing many islands.

Saguenay; county, township and river; Indian name meaning, according to Mgr. Laflèche, "water that flows out;" Father Lemoine gives as the meaning, "inundation." Father Arnaud says it is the French form of *shagawnenhi* "ice having holes in it," and thinks it applied to the Saguenay from the breathing holes made in the ice by the seals. All are doubtful.

Salaberry; post village, Megantic; after Col. Charles Michel d'Irumberry de Salaberry, C.B. (1778–1829), distinguished himself at the battle of Chateauguay, Oct. 26, 1813.
Salaberry, de; township, Argenteuil.

Salaberry-de-Valleyfield; city, Beauharnois; after Col. de Salaberry, the hero of Chateauguay; Valleyfield, after the Valleyfield Paper Mills, Edinburghshire, Scot. The establishment of a paper mill here marked the beginning of the municipality.

Sales, de; township, Charlevoix; after P. de Sales Laterrière (*q. v.*).

Salmon; river, St. Lawrence river, Huntingdom; from the abundance of salmon caught there when first settled.

Salvaille; river, Yamaska; after residents in vicinity of river, named Salvail.

Sandy; bay and Sandy Bay, post office, Matane; after a sand bank in the bay.

Santé; cape, Portneuf. *See* Cap-Santé.

Sassaganaga; lake, east of lake Timiskaming, Pontiac; Indian name meaning "many islands."

Sasseville; river, Gaspe; after the Sasseville family, who settled near the river.

Sault-à-la-Puce; post office and falls, Montmorency; after a citizen of Quebec in seventeenth century.

Sault-au-Matelot; Quebec; after a dog called Matelot (sailor) that leaped down here.

Sault-au-Récollet; rapid, Laval; after Father Nicolas Viel, Récollet, who was drowned there in July, 1625; whether accidentally or maliciously, is uncertain.
Sault-au-Récollet; village, Laval.

Sawyerville; village, Compton; after Josiah Sawyer, one of the first settlers, here about 1792.

Sayabec; river, Matane; Indian name, meaning "filled up river." It is not navigable even by boats of shallow draught as it is obstructed by driftwood and beaver-dams.
Sayabec; village, Matane.

Scatsi; river and lake, Lake St. John; Indian (Montagnais) word meaning "angry."

Schwartz; post office, Pontiac; after Bernhard Schwartz, first postmaster.

Scott; township, Abitibi; after J.G. Scott, late General Manager, Quebec and Lake St. John railway.

Scott Junction; post office, Beauce; after Chas. A. Scott; built the Levis and Kennebec (now, Quebec Central) Ry.

Scotstown; town, Compton; after the late John Scott, manager for the Glasgow Canadian Land and Fur Co.; the company founded the town.

Scottsmore; post office, Missisquoi; after a number of families named Scott and Miltimore living in the vicinity.

Seal Cove; post village, Gaspe; after a large rock abreast of the cove on which many seals sport in the summer time.

Seals-home; lake, Abitibi; translation of the Algonquin name, *askikwaj*, meaning "home of the seal."

Sellarville; post office, Bonaventure; after an early settler named Sillers, father of the present postmaster, Hugh Sillers.

Senneville; village, Jacques Cartier; after de Senneville, an officer of Marines, at Lachine, 1746.

Sepulchre; island, Saguenay; contain the graves of two drowned men who were found on the shore.

Sergeant; brook and hill, Megantic; after Sergt. Duff, a pensioner; sometimes called Duff brook and hill.

Serpentine; mountain, Gaspe; from bands of serpentine in the rock.

Settrington; township, Charlevoix; after Baron Settrington, one of the titles of the Duke of Richmond. Or, after Settrington, village, Yorkshire, Eng.

Seven Islands; islands, bay, post office and river, Saguenay; so named after the islands at the mouth of the bay. The river was known to the Indians as *ichimanipistik*.

Shabogama; lake and river, Nottaway river, Abitibi; Indian name meaning "lake of channels."

Shawbridge; post village, Terrebonne; after William Shaw, first postmaster and settler. who opened up the settlement by building a bridge across the North river.

Shawenegan; river, St. Maurice; Father Déléage derives it from *oshawenigane*, "portage of the beech trees."
Shawenegan; township and town, St. Maurice.
Shawenegan Falls; town and Shawenegan Junction, village, St. Maurice.

Sheen; township, Pontiac; after one of the Sheens in England, probably Sheen, North Surrey, contains the ruins of Sheen (or Richmond) palace, supposed to have been founded by Edward III.
Sheenboro; post office, Pontiac.

Shefford; county and township; after Shefford, town, Bedfordshire, Eng.
Shefford Mountain and Shefford Vale; post offices, Shefford.

Shehyn; township, Pontiac; after Hon. Joseph Shehyn, Senator.

Shekatika; bay, Saguenay; Indian name, meaning "there are bushes round the water."

Sheldrake; river and post office, Saguenay; after the sheldrakes or sawbill ducks, that were numerous in the river.

Shenley; township, Beauce; after Shenley, village, Hertford, England.
Shenley; post office, Beauce.

Sherbrooke; county and city; after General Sir John Coape Sherbrooke (1764–1830) Governor General of Canada, 1816–18; distinguished himself at Seringapatam, 1797; served in the Peninsula; Governor of Nova Scotia, 1811–16.

Sherrington; township, Napierville and Laprairie; after Sherrington, village, Buckinghamshire, Eng.
Sherrington; village, Napierville.

Shigawake; post village, Bonaventure; a corruption of the Indian name *michigonac*, meaning "white water."

Shipishkau; lake, Saguenay; Indian name meaning "where there are many ducks."

Shipshaw; river, Chicoutimi; Indian (Montagnais) word meaning "confined" or "contracted"; in its course, it frequently runs between high, narrow walls of rock.
Shipshaw; post office, Chicoutimi.

Shipton; township, Richmond; after one of the seven Shiptons in England.

Shoolbred; seigniory, Bonaventure; granted July 4, 1788, by Lord Dorchester to John Shoolbred; one of the three seigniories granted by the British.

Shoshokwan; lake and river, Upper Ottawa river, Montcalm and Pontiac; Indian name meaning "where the ice cracks."

Shrewsbury; post office, Argenteuil; probably after Shrewsbury, town, Shropshire, Eng., which from the Anglo-Saxon *scrobbesbyrig*, corrupted by the Normans into *Sloppesbury*—"the town among the shrubs."

Sicotte; township, Ottawa; after Hon. Louis Victor Sicotte, Attorney-General for Lower Canada, 1862-63, afterwards Judge, Superior Court, Quebec.

Signai; township and post office, Lake St. John; after Mgr. Signai, Bishop of Quebec in 1833.

Sillery; village, Quebec; after Noel Brulart de Sillery (1577-1640) who was instrumental in founding at this place, a village for Indian converts.

Simard; township and post office, Chicoutimi; after early settlers in Chicoutimi and Saguenay.

Simmons; post office, Ottawa; after Benjamin A. Simmons, who settled in this locality, 1816.

Simon; lake, Ottawa; after an Indian named Simon or White Duck, who lived on an island in the lake.

Simon; township, Chicoutimi; after early settlers in Chicoutimi and Saguenay.

Simpson; township, Drummond and Arthabaska; probably after Sir George Simpson, governor-in-chief of Ruperts Land and general superintendent of all the Hudson's Bay Co.'s affairs in North America.

Six Portages; village, Ottawa; after six portages of the Gatineau river, near the village.

Sixth; lake, Saguenay; translation of the Indian name "*kajibwalekapas.*"

Smith Corner; post office, Pontiac; after the first postmaster.

Smiths Mills; village, Stanstead; after numerous Smiths, residents of the village, some of whom built mills there.

Somerset; township, Megantic; after Somerset, county, Eng., which from *Somerton* "the summer seat" of the West Anglo-Saxon kings.

Sorcerer; mountain, Abitibi; from its proximity to Juggler mountain, which resembles "the tents used by Indian conjurers."

Sorel; seigniory; after Sieur Pierre de Saurel, a captain in the Carignan regiment, grantee of the seigniory; granted by Talon, Oct. 29, 1672.

Sorel; city, Richelieu; after Pierre de Saurel (*see* above), who, in 1672, built a fort at this point, to check the incursions of the Iroquois. In 1787 the name was changed to William Henry, in honour of Prince William Henry, later, King William IV., who landed at the village, Sept., 1787. Sorel was never quite disused and eventually replaced William Henry.

Soulanges; seigniory, Soulanges; granted Oct. 23, 1702 by de Callières and de Beauharnois to Pierre Jacques de Joybert de Soulange, captain of marines.
Soulanges; county.

South Barnston; village, Stanstead. *See* Barnston.

South Bolton; village, Brome. *See* Bolton.

South Dudswell; village, Wolfe. *See* Dudswell.

South Durham; village, Drummond. *See* Durham.

South Ely; village, Shefford. *See* Ely.

South Granby; village, Shefford. *See* Granby.

South Ham; village, Wolfe. *See* Ham.

South Roxton; village, Shefford. *See* Roxton.

South Stukely; village, Shefford. *See* Stukely.

Spalding; township, Beauce; after Spalding, town, Lincolnshire, Eng.

Spectacles; lake, Argenteuil; from its resemblance in outline to a pair of spectacles.

Squatteck; lake and river, Temiscouata; Father Pacifique derives it from the Micmac *esqoateg*, signifying "lake forming the source of a river."

Squaw; lake, Huddersfield, Pontiac; from Indian *iskew*, "Indian woman."

Stadacona; post office, Quebec; after the Indian village, that occupied site of present Quebec city, when Cartier ascended the St. Lawrence. Abbé Ferland derives it from the Algonquin, *stadacone*, signifying, "wing" and suggests that it was so called because the point between the St. Charles and St. Lawrence on which the village was built, resembled the wing of a bird.

Stanbridge; township, Missisquoi; after Stanbridge, village, Bedfordshire, Eng.
Stanbridge; village, Missisquoi.

Standon; township, Beauce; after Standon, village, Hertford. Eng.
Standon; village, Beauce.

Stanfold; township, Arthabaska and Megantic; probably after one of the numerous Stanfords in England.

Stanhope; village, Stanstead; probably after Stanhope, Durham, Eng.

Stanstead; county, town and township; after one of the three Stansteads in England (villages in Essex, Sussex, and Suffolk counties).

Starnesborough; village, Huntingdon; after the late Henry Starnes, member of the Legislative Council, Quebec.

Staynerville; village, Argenteuil; after L. A. Stayner, Deputy Postmaster General, 1848-49.

Stockwell; post office, Chateauguay; after Levi Stockwell, the first settler near site of present post office.

Stoke; township, Richmond; there are many places in England bearing this name; the most important is Stoke-upon-Trent, town, Staffordshire: name derived from Anglo-Saxon "stow" or "stoke," "a stockaded place."
Stoke Centre; village, Richmond.

Stone; island, Champlain; from the stone quarries, worked for some time by the people of Ville-Marie.

Stonefield; village, Argenteuil; from the numerous boulders in the vicinity, a moraine of Glacial age.

Stoneham; township, Quebec; after Stoneham, village, Hants, Eng.
Stoneham; village, Quebec.

Stornoway; post village, Compton; after Stornoway, Lewis island, Scot.

Stottsville; village, St. Johns; after a family called Stott, one of the most numerous in this locality, and some of the earliest settlers.

Stratford; township, Wolfe; either after Stratford, near London, Eng.; or, after Stratford-on-Avon, famous as the birthplace of Shakespeare.
Stratford Centre; village, Wolfe.

Stukely; township, Shefford; after Stukely, village, Huntingdonshire, Eng.

Suffield; village, Sherbrooke; after Suffield, parish, Norfolk, England.

Suffolk; township, Ottawa; after Suffolk, county, Eng., which means "the district of the south."

Sutton; township and village, Brome; after one of the many Suttons in England.

Surimau; township, Pontiac; after Surimau, Croix de St. Louis, an officer of the régiment de Berry (*q.v.*) New France.

Sweetsburg; village, Missisquoi; after Gardner Sweet, first postmaster and a prominent citizen.

Swinging; hills, lake Opasatika, Pontiac; translated from Ojibway Indian name, which, literally, "the place where the devil swings."

Sydenham North and Sydenham South; townships, Gaspe; after Chas. Poulett Thompson Baron Sydenham (1793-1841), Governor General of Canada, 1839-41; M.P., 1826-39 Vice-Pres. of Board of Trade, 1830-34, President, Board of Trade, 1834 and 1835-39; *cr.* Baron Sydenham of Toronto, 1840; buried at Kingston, Ont.
Sydenham Place; village, Drummond.

Tabaret; township, Pontiac; after Rev. Father Jos. H. Tabaret, O.M.I. Superior, Ottawa College, 1867-86.

Table-Roulante; mountain, Gaspe; probably a corruption of Table-à-Roland.

Tabletop; mountain, Gaspe; from the flat, plateau-like summit.

Taché; township, Chicoutimi; after Pascal Taché, seignior of Kamouraska, author of the first map of lake St. John.

Tadoussac; township and village, Saguenay; Indian name for which many meanings have been given,—"place of lobsters," "turtle in fresh water," "place where the ice is broken," "steep rock," "mouth of river full of rocks"; all doubtful.

Taillon; township and village, Lake St. John; after Hon. Louis Olivier Taillon, Prime Minister, Quebec, 1892-96; Postmaster General, 1896.

Talon; township, Montmagny; after Jean Baptiste Talon, Intendant of New France, 1663-68 and 1669-75.

Tanguay; township, Lake St. John; after George Tanguay, M.P.P. for Lake St. John.

Tapanee; lake and river, tributary to Lièvre river, Montcalm; Indian name meaning, "sledge" or "toboggan."

Tardif; channel, mouth of St. Francis river, Yamaska; after Olivier le Tardif, interpreter and clerk of the Company of Hundred Associates, 1640-65; prominent in the fur trade.

Tartigou; river, Matane; Indian name meaning "little river of the settlement" or "river of the little settlement."

Taschereau; township, Gaspe; after His Eminence Elzéar Alexandre Taschereau, (1820-98); Archbishop of Quebec, 1871; Cardinal, 1886.

Tatehurst; village, Chateauguay; after the late Thomas Tait, general merchant; in business here for fifty-two years.

Tellier; township, Ottawa; after Jos. M. Tellier, M.P.P. for Joliette.

Temiscouata; lake, Indian name meaning "deep lake forming the source of a river."
Temiscouata; county.

Templeton; township, Ottawa; after Templeton, village, Devonshire, Eng., or, village in Pembrokeshire, Wales.

Terrebonne; seigniory, Terrebonne; tradition says that Sieur Daulier des Landes, to whom the seigniory was granted, gave it this name on account of the fertility of the soil.
Terrebonne; county and town.

Tessier; township, Matane; after Hon. U. J. Tessier, Commissioner of Public Works in the Macdonald-Sicotte administration; later, Judge, Court of Queen's Bench, Quebec.
Tessierville; village, Matane.

Tétreauville; village, Hull, Ottawa; after Néré Tétreau, notary, Hull, who owned most of the town-site.

Tewkesbury; township and village, Quebec; after Tewkesbury, town, Gloucestershire, Eng., famous as the scene of a great battle, 1471, which placed the crown on the head of Edward IV.

The Glen; settlement, Argenteuil; descriptive.

Thetford; township, Megantic; after Thetford, town, Norfolk, Eng.

Thetford Mines; town, Thetford, Megantic; after asbestos mines worked here; incorporated as a town, 1905; for many years known as Kingsville.

Thibierge; seigniory, Rimouski and Matane; granted May 7, 1697, by Frontenac and Champigny to Gabriel Thibierge and Louis Lepage.

Thibodeau; post office, Lotbinière; after the Abbé Joseph Thibodeau, curé of St. François Xavier, River du Loup.

Thorne; township, Pontiac; after Thorne, town, Yorkshire, Eng.
Thorne Centre; village, Pontiac.

Three-Mountain; lake, Argenteuil; after a mountain with three conspicuous summits.

Three Rivers; city and county; so named after the three branches of the St. Maurice river, formed by two islands opposite the city of Three Rivers.

Thurso; village, Ottawa; after Thurso, town and river, Caithness, Scotland, which from Old Norse, *Thorsaa*, "Thor's river."

Tichegami; lake and river, Eastmain river, Mistassini; Indian name meaning "much water."

Tikuape; river and post office, Lake St. John; Père Lemoine says from Montagnais, Indian name *atik-napeu*, signifying "caribou man"; possibly applied to some Indian caribou hunter.

Timiskaming; lake, Pontiac; Indian name meaning literally "at the place of the deep dry water"—doubtless referring to the extensive clay flats in the north-eastern portion of the lake which are dry at low water.
Timiskaming; post office, Pontiac.

Tingwick; township, Arthabaska; after Tingwick, village, Buckinghamshire, Eng.
Tingwick; village, Arthabaska.

Titus Station; post office, Richmond; after Rufus Titus, who owned the property where the station is built and was first postmaster.

Tonnancour; seigniory, St. Maurice; granted by Beauharnois and Hocquart, 1734, to René Godefroy, sieur de Tonnancour; also called Pointe-du Lac.

Tonnerre; river, Saguenay; from the "thundering" noise of a high fall about three miles from the mouth.

Tonti; township, Portneuf; after Henri de Tonti (or Tonty) a friend and companion of la Salle.

Tour, de la; township, Saguenay; after Claude de la Tour and his son Charles. Or, after Abbé Louis Bertrand de la Tour, sometime doyen of the chapter of Quebec and grand vicar of the bishop of Quebec.

Tourelle; township, post office and point, Gaspe; from two rocks on the shore about three miles apart, which, at a distance, present the appearance of towers.

Tourmente; cape, St. Lawrence river, Montmorency; so called by Champlain, because the waves are always dashing against the foot of the cape.

Tourouvre; township, Champlain; after Tourouvre, France..

Tracadicache; point, Bonaventure. See Tracadigash.

Tracadigash; mountain, Bonaventure; from first settlers on this portion of the coast who, coming from Tracadie, called it Tracadigelette, *i. e.* little Tracadie.

Tracy; township, Joliette; after Alexandre de Prouville, Marquis de Tracy, Viceroy of New France, 1665.

Tranchemontagne; creek, Yamaska; after François Roussel *dit* Tranchemontagne.

Trecesson; township, Pontiac and Abitibi; after Lieut. Col. de Trecesson, régiment de Berry (*q.v.*) New France.

Tremblay; township and post office, Chicoutimi; after one of the early settlers.

Trembles; point, Laval and point, Portneuf. *See* Pointe-aux-Trembles.

Trembling; mountain and lake, Terrebonne and Ottawa; from Indian belief that low rumbling noises frequently proceed from it and that it has sometimes been felt to shake.

Trenholm; village, Drummond; after William Trenholm, Hull, Eng.; settled here about 1830, sometimes acted as land surveyor.

Tring; township, Beauce; after Tring, town, Hertfordshire, Eng.
Tring Junction; village, Beauce.

Trinity; cape, Saguenay river, Chicoutimi; from the grandeur of the scenery.

Triton Fishing Club; post office, Quebec; after a fishing club.

Trois-Pistoles; river and village, Temiscouata; Roy devotes five pages to the derivation of this name but none can be considered as convincing.

On Bellin's chart of 1744, it is named "rivière des Pistoles." In the grant to Sieur de Vitré, 1687, it is described as "rivière des Trois-Pistoles.

TROTTIER; post office, Arthabaska; after J. Trottier, mill-owner.

TROU; rapid, Ottawa river, Pontiac; "so called from there appearing when the water is low in the middle of the fall, a great hole."

TROUSERS; lake, Quebec; so named from its shape.

TRUDEL; township, Quebec; after late Hon. F. X. A. Trudel, Senator.

TSITAGAMA; lake, Peribonka river, Chicoutimi; Indian name meaning "enclosed."

TULADI; river, Temiscouata; so called from the abundance of that fish.

TULLOCHGORUM; post office, Chateauguay; probably after Tullochgorum, Inverness, Scot., the seat of a branch of the clan Grant. *See* Ste. Marguerite de Blairfindie.

TULNUSTUK; river, tributary to Manikuagan, Saguenay; Indian name meaning, "river that makes an elbow."

TURCOT; village, Hochelaga; after Désiré Turcot who had bought land here for a market garden.

TURCOTTE; township, Champlain; after the late Hon. J. E. Turcotte, a Minister in the Macdonald-Cartier government, and Speaker of the Legislative Assembly, prior to Confederation.

TURGEON; township, Ottawa; after Rev. Father Turgeon, Superior of the Jesuits in 1889-90; settled with Mr. Mercier the "Jesuit Estates" question.

TWO MOUNTAINS; seigniory, Two Mountains; after two conspicuous mountains near the front of the seigniory.
TWO MOUNTAINS; county and lake.

UAKANATSI; lake, Lake St. John; Indian name meaning "lake of deformed mountains."

ULVERTON; village, Drummond; probably after Ulverston, town, Lancashire, Eng.

UPIKAUBA; river, Montmorency and Chicoutimi; Indian name meaning "contracted" or "closed in by alders."
UPIKAUBA; lake, Montmorency.

UPPER BEDFORD; post office, Missisquoi. *See* Bedford.

UPPER MELBOURNE; post village, Richmond. *See* Melbourne.

UPTON; township, Yamaska; there are sixty-three Uptons in the United Kingdom; probably after Upton, parish, Berks.

URFÉ; bay and BAIE-D'URFÉ, village, Jacques-Cartier; after Abbé d'Urfé, one of the first missionaries to this portion of Montreal island.

VACHES; point, Saguenay; after the walrus (vache marine) at one time very plentiful here.

VAILLANTBOURG; settlement, Compton; after P. U. Vaillant, one of the first settlers.

VALCARTIER; village, Quebec; from its position in the valley of the Jacques-Cartier river.

VAL-DES-BOIS; post office, Ottawa; from its situation in a wooded valley.

VALENCAY; village, Ottawa; after Valencay, town, Indre, France; contains a chateau where Ferdinand VII of Spain was confined by Napoleon.

VALENCIENNES; village, Megantic; after Valenciennes, town, Nord, France.

VALE PERKINS; post office, Brome; after Major Cyrus Perkins, the first settler in this neighbourhood.

VALLEAU; bay, Gaspe; some authorities say it should be written 'Vallon' (a little valley); although this name would be descriptive, Roy considers it improbable.

VALLEYFIELD; city, Beauharnois; after the Valleyfield paper mills, Edinburgh, Scot. See Salaberry de Valleyfield.

VALLIÈRES; township, Champlain; after Joseph Rémi Vallières de St. Réal (1787-1847); appointed Judge, 1828; Chief Justice, 1842.

VALLON; bay, Gaspe; probably after a "valley" at the head of the bay. *See* Valleau.

VALMONT; post office, Champlain; descriptive; a valley in the Laurentian mountains.

VALMORIN; village, Terrebonne. *See* Morin.

VALOIS; village, Jacques Cartier; after Dr. M. F. E. Valois, Hon. Lieut. Colonel of the Canadian Veterans.

VALRACINE; post office, Compton; in a valley; Racine, after Mgr. Racine, first R.C. Bishop of Sherbrooke.

VARENNES; fief, Verchères; granted Oct. 29, 1672, by Talon, to René Gauthier, sieur de Varennes.
VARENNES; village, Verchères.

VAUCLUSE; post office, L'Assomption; name suggested by the Rev. Father P. Magnon after Vaucluse, village, France, where he had been entertained.

VAUDRAY; township, Pontiac; after Capt. de Vaudray, régiment de Languedoc (*q.v.*), New France.

VAUDREUIL; seigniory; after Philippe de Rigaud (or Rigault) Marquis de Vaudreuil, to whom the seigniory was granted, 1702; Governor General of Canada, 1703-14 and 1716-25.
VAUDREUIL; county and town.

VENICE; post office, Missisquoi; after Venice, Italy.

VENOSTA; village, Ottawa; after Marquis Visconti Venosta, doyen of Italian diplomatists and statemen.

VERCHÈRES; seigniory; after François Jared de Verchères, to whom the seigniory was granted by Talon, Oct. 29, 1672.
VERCHÈRES; county and village.

VERDUN; village, Jacques-Cartier; probably after Verdun, a strongly fortified town, Meuse, France.

Versailles; village, Iberville; after Versailles, town, Seine-et-Oise, France; in 1783, a treaty was signed here by Great Britain and the United States in which Great Britain acknowledged the independence of the United States; here, 1870, William I, was proclaimed German Emperor.

Vert; lake, Lake St. John; known to the Montagnais as *kasushikeomi*, "clear-water lake"; the water being so clear that the bottom—which is of a green colour—may be plainly seen.

Viauville; village, Hochelaga; after a citizen, Chas. Theo. Viauville.

Vicars; post village, Huntingdon; after Capt. Hedley S. J. Vicars (1826–55), killed at Sebastopol.

Victoire; cape, Richelieu; in memory of a victory gained by the French and Algonquins over the Iroquois, near this place.

Victoria; point, Saguenay; named in 1829, after the princess Victoria, later, Queen Victoria.
Victoriaville; town, Arthabaska; after Queen Victoria.

Vide-Sac; settlement, Argenteuil; signifies "empty sack;" name was given to the locality by the Frenchmen of St. Hermas, who came here to clear their land each bringing his provisions in a small bag or sack, which was sure to be empty by night.

Vieille-Eglise; post office, Lotbiniére; after the 'old church,' built about 1825.

Vieux-Fort; archipelago, gulf of St. Lawrence, Saguenay; after an old fort (or trading post), fort Pontchartrain, indicated in many old maps as situated on the mainland opposite these islands.

Vieux-Pont; fief, St. Maurice; after Joseph Godefroy, sieur de Vieux-Pont, to whom it was granted by Frontenac, Aug. 23, 1674.

Viger; township and village, Temiscouata; after Jacques Viger, (1787–1858), a Canadian historical student and author, first Mayor of Montreal.

Village-Bèlanger; post office, Laval; after a land-owner named Joseph Bèlanger.

Village-des-Aulnaies; post village, L'Islet; after the alder-groves (*aulnaies*) in the vicinity. *See* St. Roch-des-Aulnaies.

Village-Richelieu; Rouville. *See* Richelieu.

Villani; post office, Ottawa; after an Italian named Villani, who constructed a saw-mill at this point.

Ville-Guay; village, Lévis; after Mgr. Charles Guay, founded a hospital here.

Villemay; village, Lévis; after the monastery of St. Villemer at Boulogne, France, which had been founded by an ancestor of Madame d'Ailleboust, wife of the Governor.

Villemontel; township, Pontiac and Abitibi; after de Villemontel, capitaine des grenadiers, régiment de Berry (*q.v.*), New France.

Villeneuve; township, Ottawa; after Rev. L. V. L. Villeneuve, Sulpician.

Villeray; post office, Jacques-Cartier; after Louis Rouer de Villeray, a member of the Sovereign Council, New France, 1663.

Villette; village, Compton and Stanstead; descriptive, "little village."

Vin; point, Pontiac; it is said that the Indians were in the habit of meeting the employees of the Hudson's Bay Co. at this place to get liquor from them as its sale at fort Timiskaming was prohibited.

Vincelot; seigniory, Montmagny; granted Feb. 1, 1693, by Frontenac and Champigny to Joseph Amiot, sieur de Vincelotte.
Vincelot; river, Montmagny.

Vincennes; village, Champlain; after Jean Baptiste Bissot, sieur de Vincennes, a French Canadian officer; killed, 1707.

Vinton; village, Pontiac; after place of same name in the United States. There are eight Vintons in the U.S.

Wabakus; lake, Kewagama branch, Kinojevis river, Pontiac; from Algonquin, *wabakins*, "little goose."

Wabanoni; river, Obaska lake, Abitibi; Indian name meaning "medicine man."

Wabaskontiunk; lake, Manuan river, St. Maurice river, St. Maurice; Indian name meaning "enclosed by sand and rushes." Name discarded for Kempt, after Sir James Kempt.

Wakefield; township, Ottawa; after Wakefield, city, Yorkshire, Eng., which means "the field by the way-side." Anglo-Saxon, *waeq* "a way, a road." Wakefield, Eng., was the scene of a battle 1460, in which Richard, Duke of York, was defeated and slain.
Wakefield; post office, Ottawa.

Wakonichi; mountain, lake Mistassini, Mistassini; Indian name meaning "mountain of exhausted (rotten) rocks."
Wakonichi; lake, lake Mistassini, Mistassini.

Wakwabei; lake, Middle branch, Lièvre river, St. Maurice; Indian name meaning "the end."

Walrus; island, Saguenay; was at one time a favourite haunt of the walrus.

Waltham; township, Pontiac; after one of the seventeen Walthams in England; probably after Waltham Abbey, Herts.
Waltham Station; village, Pontiac.

Wanoureia; lake and river, Kipawa river, Pontiac; Indian name, meaning "crooked."

Wapitagun; island, Saguenay; Montagnais name meaning "island of white-winged cormorants."

Wapusanan; lake, Ottawa river, Pontiac; Indian name meaning "rabbit place."

Ware; township, Dorchester; after Ware, town, Herts, Eng., which after a dam on the river Lea, made by the Danes; A. S., *weir* "dam."

Warwick; township, Arthabaska; after Warwick, county and town, England, which from *waeringvic*, "the fortified dwelling or fort of the Waerings."

Warwick; village, Arthabaska.

Wasa; lake, Opasatika lake, Pontiac; Ojibway for "far."

Washeka; lake, upper Ottawa river, Pontiac; Indian name meaning "clear-water lake."

Washicoutai; group of islands, Saguenay. *See* Washikuti.

Washikuti; river, Saguenay; Indian name meaning "river which falls into the bay."
Washikuti; bay and islands, Saguenay.

Washimeska; river, Lake St. John; Indian name meaning "it is bright at the bottom."

Washitemow; river, Saguenay; Indian name meaning "clear water."

Washtawaka; bay, long. 62° W., Saguenay; Indian name meaning "sand bay."

Wasipatabi; river, Nottaway river, Abitibi; Indian name meaning "water that wanders far away" (instead of flowing in a straight line.)

Waswanipi; lake and river, Abitibi; Indian name for which various translations are given; Abbé Proulx gives "prairie water," R. P. Lemoine translates it, "water where they fish with torches;" the latter is the more probable.
Waswanipi; Hudson's Bay Co.'s post, Abitibi.

Waterloo; town, Shefford; after the famous battle; named 1816, by Silas Lewis, first settler, who built a mill here.

Waterville; village, Compton; named from the water power in the Coaticook river, on which the village is situated.

Watford; township, Dorchester; after Watford, town, Hertford, Eng.

Watopeka; lake, Richmond; Indian name signifying "muddy water."

Watshishu; river, long. 62° 40′ W., Saguenay; Indian name meaning "white mountain river."

Wauposibi; river, Gens-de-Terre river, Ottawa; Indian name meaning "rabbit river."

Wawanichi; mountain, Mistassini; Indian name signifying "rock-moss mountain."
Wawanichi; lake, Mistassini.

Wayagamak; lake, St. Maurice river, Champlain; Indian name meaning "round lake."

Ways Mills; post village, Stanstead; after Daniel Way, who settled here in 1841, and built a woollen-mill.

Weedon; township, Wolfe; after Weedon, village, Buckinghamshire, Eng.
Weedon and Weedon Centre; post offices, Wolfe.

Weir; township and post office, Argenteuil; after Hon. W. A. Weir, sometime, Provincial Treasurer, Quebec.

Wells; township, Ottawa; after Wells, city, Somersetshire, Eng., which contains a magnificent cathedral.

Wendover; township, Nicolet, Yamaska, Drummond and Arthabaska; after Wendover riding, England, represented by Edmund Burke at the time of the Quebec Act debate, 1774. Or, after Wendover, town, Buckinghamshire, Eng.

Wentworth; township, Argenteuil; after Sir John Wentworth (1737–1820), Lieut. Governor of Nova Scotia, 1792–1806. Or, after Wentworth, village, Yorkshire.

West Aylwin; post office, Wright. *See* Aylwin.

West Bolton; post village, Brome. *See* Bolton.

West Brome; post village, Brome. *See* Brome.

West Broughton; post village, Megantic. *See* Broughton tp.

Westbury; township, Compton; formerly, western portion of township of Bury, when detached, called Westbury.
Westbury; village, Compton.

West Ditton; post office, Compton. *See* Ditton.

West Ely; post village, Shefford. *See* Ely.

West Shefford; village, Shefford. *See* Shefford.

West Sutton; post office, Brome. *See* Sutton.

Wetetnagami; lake, Nottaway river, Abitibi; Indian name signifying "evil spirit lake."

Wexford; township, Montcalm and Terrebonne; after Wexford, town and county, Ireland, which means "the western creek or inlet."

Weymontachi; township and post office, Champlain; Indian name meaning "crop" (of a bird).

Whale Head; island, strait of Belleisle, Saguenay; descriptive; said to resemble the head of a whale.

Wheatland; post office, Drummond; when the office was opened, there was a fine field of wheat growing near the house of the new postmaster.

Whitefish; river, Abitibi; translation of the Indian name, "*amikitik*."

White Head Percé; post office, Gaspe; after a cape composed of limestone, which is white in places. *See* Percé.

Whites Station; post office, Huntingdon; after John White, a sometime resident.

Whitton; township, Compton; after one of the nine Whittons in England; probably after Whitton, village, Middlesex.

Whitworth; township and post office, Temiscouata; probably after Lord Whitworth (1752–1825); Ambassador to France, 1802. Or, after Whitworth, parish, Durham, Eng.

Wickham; township, Drummond; there are 15 Wickhams in England; probably after Wickham West, village, Kent.
Wickham Falls and Wickham West; post offices, Drummond.

Wikwapatoshakamikak; lake, Nottaway river, Abitibi; Indian name meaning "at the head of the land where there are expansions of water," that is, it is a lake near the height-of-land.

Wikwashoba; river, upper Migiskan river, Abitibi; Indian name meaning "bark (of birch) lake."

Wilsons Mills; post village, Megantic; after the late William Wilson, first postmaster and a mill-owner.

Winawiash; lake, Grand lake Victoria, Ottawa river, Pontiac; Indian name meaning "lake of the dirty bay."

Windigo; river and lake, Champlain; after the fabulous giant of the Indians who was said by some of the medicine men to have reserved this river for his own use.
Windigo; lake, Ottawa.

Windsor; township, Richmond; after Windsor, town, Berkshire, England, which was anciently called *windlesora* "the winding shore."
Windsor Mills; town, Richmond.

Winslow; township, Compton; after Winslow, town, Buckingham, Eng.

Woburn; township, Beauce; after Woburn, town, Bedfordshire, Eng., which contains Woburn Abbey, a famous seat.
Woburn; post office, Beauce.

Wolfe; township, Argenteuil and **Wolfestown**, township, Wolfe; after General James Wolfe, (1727–59), killed at the battle of the Plains of Abraham, Sept. 13, 1759; served at Dettingen, 1743 and at Lawfeld, 1747; Brigadier General when only 31; commanded a division at the taking of Louisburg, 1758.
Wolfe; county.
Wolfe; cove, St. Lawrence river, Quebec; the landing place of Wolfe's force, Sept. 12, 1759. During the French regime was called "le Foulon," after some fulling mills there.

Wolf Ridge; post office, Missisquoi; after a high ridge of land, frequented by wolves in early days.

Wood; island, gulf of St. Lawrence, Saguenay; translation of descriptive name, Isle de Bouays, given by Jacques Cartier.

Woodbridge; township, Kamouraska; after Woodbridge, town, Suffolk, Eng.

Wotton; township, Wolfe; possibly after Right Hon. William Wyndham, Baron Grenville of Wotton (1759–1834). Probably after Wotton, parish, Surrey, Eng.
Wotton; village, Wolfe.

Wright; township, post office and electoral division, Ottawa; after late Alonzo Wright, prominent lumberman, sometime M.P. for Ottawa county.

Wurtele; township, Ottawa; after Hon. Justice J. S. C. Wurtele; Prov. Treasurer, Quebec, 1882–84; Speaker, 1884–86; appointed Judge Superior Court, Quebec, 1886.

Wyman; post office, Pontiac; after the late James Wyman, one of the first settlers and a prominent citizen. Prior to 1905, it was called Billerica, after Billerica, town, Massachusetts.

Yamachiche; river, St. Maurice; Indian (Algonquin) meaning "muddy river"; *Machis*, in seigniorial grant; sometimes, *Machiche.*
Yamachiche; seigniory, St. Maurice; granted Nov. 3, 1672 to Sieur Boucher.
Yamachiche; parish and village, St. Maurice; parish founded 1702.

Yamaska; river, Yamaska; Indian name meaning "where there is grass at the bottom of the water." "Ouamaska" in grant of Bonsecours seigniory, 1702; "Hiamaska" in grant of seigniory to Ramezay, 1713.
Yamaska; county.
Yamaska; village and mountain.

Yarm; post village, Pontiac; after Yarm, town, Yorkshire, England.

Yatotskuan; lake, Wetetnagami river Abitibi; Indian name meaning, "rat lake" (called "Tush" on O'Sullivan's map.)

York; township, Gaspe; after York, cathedral city, Eng., which from the Anglo-Saxon *oervic* "the town on the water."
York Centre; post office, Gaspe.

Youville; post office, Jacques-Cartier; after the founders of the Congregation of Grey Nuns; prior to 1903, was called Bourges.

NINTH REPORT

OF THE

GEOGRAPHIC BOARD OF CANADA

1910

PART III

PLACE-NAMES—THOUSAND ISLANDS
ST. LAWRENCE RIVER

BY

JAMES WHITE, F.R.S.C., F.R.G.S.

Secretary, Commission of Conservation

PART III

PLACE NAMES—THOUSAND ISLANDS, ONT.*

BY

JAMES WHITE, F.R.S.C., F.R.G.S.

Secretary, Commission of Conservation

Most of the islands composing the group known as the "Thousand Islands" have been named after officers and others who have distinguished themselves, particularly in the war of 1812-14. As these names have been given to commemorate their efforts to preserve Canada for the British empire, it is only fitting that the information be published in connected and permanent form that will ensure the recognition to which they are entitled.

The principal sources of information are:—
Irving's 'Officers of the British Forces in Canada, 1812-15.'
James' 'The Naval History of Great Britain.'
James' 'Naval Actions between Great Britain and the United States.'
Morgan's 'Sketches of Celebrated Canadians.'
And from information, MSS. supplied by the Admiralty, Dr. Doughty, Lieut.-Col. Cruikshank and Mr. L. Homfray Irving.

ADELAIDE; island, St. Lawrence river, Yonge, Leeds; probably after Queen Adelaide (Amelia Adelaide Louise Theresa Caroline) 1792-1849; princess of Saxe-Cobourg-Meningen and queen of England, wife of the Duke of Clarence, (later William IV.) whom she married July 18, 1818.

ADMIRALTY; group, St. Lawrence river, Leeds, Leeds; after the governing body of the British navy; some of the islands in the group are named after Lords of the Admiralty.

AMHERST; island, L. Ontario, Addington; after Field Marshal Jeffrey Amherst (1717-97) Baron Amherst; commanded the British forces during the capture of Louisburg; C.B., July 26, 1758; appointed Governor-General of British North America in 1760.

ASPASIA; island, St. Lawrence river, Escott, Leeds; probably after a gunboat on the St. Lawrence during the war of 1812-14.

ASTOUNDER; island, Lake Fleet group, St. Lawrence river, Lansdowne, Leeds; probably after a gunboat on the St. Lawrence during the war of 1812-14.

AXEMAN; island, Lake Fleet group, St. Lawrence river, Lansdowne, Leeds; after the *Axeman*, a gunboat on the Great lakes during the war of 1812-14.

BAGOT; island, St. Lawrence river, Yonge, Leeds; after Sir Charles Bagot, 1871-1843; negotiated with Rush agreement between Great Britain and United States, respecting limitation of vessels of war on the Great lakes; Governor-General of Canada, 1841-43.

BARGE; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; name suggested by its position in the group named after the fleet on the Great lakes in 1812-14 and by proximity to 'Gig,' 'The Punts,' and 'Jolly' islands.

NOTE.—Aspasia, Astounder, Belabourer, Bloodletter, Camelot, Deathdealer, Dumfounder and Ninette islands are stated as 'probably' after gunboats on the Great lakes during the war of 1812-14. There is very little doubt that there were one-gun gunboats bearing these names stationed on the St. Lawrence and lake Ontario, though no definite evidence is procurable.

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*Reprinted, with additions, from Bulletin published in 1910.

Battersby; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; probably after Lieut.-Col. F. Battersby, who, on Feb. 6, 1812, was in command of the Glengarry Light Infantry.

Baumgardt; island, St. Lawrence river, Lansdowne, Leeds; on May 1, 1816, Capt. W. A. Baumgardt, R.N., commanded the Lake Champlain fleet, consisting of the flagship *Champlain*, and ten gunboats, 3 long guns each.

Belabourer; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; probably after a gunboat on the St. Lawrence during the war of 1812-14.

Bloodletter; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; probably after gunf boat on the St. Lawrence during the war o 1812-14.

Bouchier; island, Navy group, St. Lawrence river' Lansdowne, Leeds; on May 1, 1816, Capt. Wm Bouchier, R.N., commanded the Lake Erie fleet consisting of the *Newash* (4), *Tecumseh* (4), *Saulk* (1) and *Huron* (1).

Brock; group, St. Lawrence river, Elizabethtown, and island, Lake Fleet group, Lansdowne, Leeds; after Major Gen. Sir Isaac Brock (1769-1812); in 1810, appointed to command of troops in Upper Canada and, later, was provisional Lieut. Gov. of the province; captured Detroit and General Hull's army Aug. 16, 1812; killed at the battle of Queenston Heights.

Camelot; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; probably after gunboat on the St. Lawrence during the war of 1812-14.

Carnegie; island, St. Lawrence river, Lansdowne, Leeds; possibly after Capt. Hon. Swynfen Thomas Carnegie, R.N., b. Mar. 8, 1813, youngest son of William, seventh Earl of Northesk; in command of *Orestes* (18) and *Devastation* on the N.A. and W.I. station, 1842; M.P., 1841; Lord of the Treasury, 1846.

Cedar; island, St. Lawrence river, near Kingston, Frontenac; from the cedar trees on it.

Chichester; island, St. Lawrence river, Escott, Leeds; probably named after Lieut. Col. Sir Charles Chichester (1795-1847); in 1826, he was major in the 2nd battalion of the 60th, then serving in America.

Cleopatra; island, St. Lawrence river, Escott, Leeds; after the *Cleopatra* (2) gunboat, on the St. Lawrence during the war of 1812-14.

Cockburn; island, St. Lawrence river, Elizabethtown, Leeds; after Admiral Sir George Cockburn, R.N., (1772-1853); actively engaged in war of 1812-14; was present at taking of Washington.

Collier; island, Navy group, St. Lawrence river, Lansdowne, Leeds; after Commander, later, Vice-Admiral, Sir Edward Collier, R.N., (1783-1872); entered Navy, 1796; commanded *Princess Charlotte*, 18th Nov., 1813; present at Oswego where he commanded the *Magnet;* Post-Captain, 18th November, 1814; appointed to superintend the building of a frigate at Penetanguishene; returned to England, 1816; Vice-Admiral, 1857; K.C.B., 1865.

Conran; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; after Major-General Henry Conran; Ensign in 49th Regt., Oct. 4, 1780; Lieut.-Col. of 1st Regt., 1807; Lieut.-General, 1825; appointed to command brigade (6th and 82nd) in Upper Canada, June 11, 1814; Lieut. Gov. of Jamaica, 1816; died July 17, 1829, aged 62.

Cunliffe; island, Navy group, St. Lawrence river, Lansdowne, Leeds; after Capt. Chas. Cunliffe Owen, R.N.; entered Navy, 1801; Lieutenant, 1808; appointed to Great lakes fleet, 1813, as Lieutenant on the *Wolfe;* Lieutenant commanding the *Sir Sidney Smith* in action of Sept. 28, 1813; present at French Creek, Nov. 1, 1813; appointed acting Commander Gunboat Establishment, March 28, 1814, vice Mulcaster, promoted; invalided, March, 1815; retired Captain, Feb. 24, 1852.

Deathdealer; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; probably after a gunboat on the St. Lawrence during the war of 1812-14.

De Rottenburg; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; after Major General Francis, Baron de Rottenburg, K.C.H.; in 1812, appointed to command of troops in Montreal district; in 1813 to command of troops in Upper Canada and, as Administrator of the province 1814 and 1815; commanded left division of the army in Canada; Lieut.-General, 1819; d., April 24, 1832.

DeWatteville; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; after Major General Abraham Louis Charles de Watteville; on Army Staff in 1812-14; went on half pay, 1816.

Dinghy; island, Lake Fleet group, St. Lawrence river, Leeds; so-called from position in group, principal islands in which are named after vessels and also from proximity to 'Barge,' 'Gig,' etc., islands.

Dobbs; island, St. Lawrence river, Leeds; after Lieut. Alex. T. Dobbs, R.N.; May 25, 1813, promoted from Lieut. of *Wolfe* (22) to acting-commander of *Moira* (10); promoted to Commander, Feb. 14, 1814; commanded *Charwell* (formerly *Moira*) at Oswego; later commanded *Star* (14) and was moving spirit in capture of *Ohio* and *Somers* on L. Erie.

Downie; island, Navy group, St. Lawrence river, Lansdowne, Leeds; after Commander George Downie, R.N.; transferred from command of *Montreal* on L. Ontario to command of *Confiance* on L. Champlain; killed in action on L. Champlain, Sept. 11, 1814.

Dumfounder; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; probably after a gunboat on the St. Lawrence during the war of 1812-14.

Endymion; island, Lake Fleet group, St. Lawrence river, Leeds and Lansdowne, Leeds; after the *Endymion*, a gunboat on the St. Lawrence in 1812-14.

Everest; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; after Captain H. B. Everest, Lieut. 6th Regt.; appointed Deputy-Assistant Adjutant-General on Army Staff in Canada, Oct. 25, 1814.

Fiddlers Elbow; channel, St. Lawrence river, Lansdowne, Leeds; so-called because the channel makes a very sharp turn at this point.

Fisher; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; probably after Commander Peter Fisher, R.N., who was transferred Aug. 30, 1814, from command of *Confiance* on L. Champlain to the *Montreal* at Kingston.

Forsyth; island, Admiralty group, St. Lawrence river, Leeds, Leeds; after the original patentee.

Fort Wallace; island, Lake Fleet group, St. Lawrence river, Lansdowne, Leeds. *See* Wallace island.

Gates; island, St. Lawrence river, Pittsburgh, Frontenac; after W. Gates, sometime owner of the island.

Gig; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; after ship's boat; name suggested by position in group named after fleet on Great lakes, 1812-14.

Gordon; island, St. Lawrence river, Leeds and Lansdowne, Leeds; possibly after Commander James Alexander Gordon, R.N.; only son of Rear-Admiral Sir Jas. A. Gordon, K.C.B.; entered Navy 1829; Lieut. (add'l) on *Niagara* (22), Capt. Williams Sandom, on the Great lakes, Sept. 17, 1838; d. 1847.

Goulbourn; island. *See* St. Helena.

Grenadier; island, St. Lawrence river, Leeds; after the famous British Grenadier regiment.

Grog; island, St. Lawrence river, Frontenac; where so many features are named after naval men, the name "grog" is not inappropriate.

Hambly; island, Navy group, St. Lawrence river, Lansdowne, Leeds; on May 1, 1816, Capt. P. A. Hambly, R.N., commanded the naval force on L. Huron, consisting of the *Surprise* (1) and *Confiance* (2).

Hamilton; island, St. Lawrence river, Leeds; probably after Henry Hamilton, Lieutenant-Governor of Canada for one year, 1785.

Harvey; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; after Lieut.-Gen. Sir John Harvey, (1778-1852); in 1812 appointed Deputy Adjutant General to the army in Canada; took part in actions at Black Rock, Dec. 30, 1813, Oswego, Lundys Lane, Fort Erie and Stoney Creek, 1813; was Governor of New Brunswick, of Newfoundland and of Nova Scotia, 1846-52; K.C.B., 1838; Lieut. General, 1842; d. 1852.

Hickey; island, Navy group, St. Lawrence river, Lansdowne, Leeds; after Commander F. Hickey, R.N.; commanded the *Prince Regent* (56) on L. Ontario during war of 1812-14.

Hill; island, St. Lawrence river, Lansdowne and Escot, Leeds; after General Rowland Hill (1772-1842); entered the Army, 1790; Lieut. Colonel, 1794; Major General, 1805; Lieut. General, 1812; General, 1825; distinguished himself at Aboukir, 1801; commanded the second division of the British army in the Peninsular war; *cr.* Baron Hill, 1814; in command at Vittoria, Nivelle and Bayonne, 1813, and at Waterloo, 1815; General Commanding-in-chief, 1828; *cr.* Viscount Hill, 1842.

"When the Peninsular war was over and Wellington was *cr.* a Duke, his five most conspicuous lieutenants, Cotton, Hill, Graham, Hope and Beresford were *cr.* Barons—Combermere, Hill, Lynedoch (*q.v.*), Niddry (*q.v.*), and Beresford—and the sum of £2,000 a year for themselves and their two immediate successors in the respective Baronies was granted by Parliament in the same year."

Horseshoe; island, west of Wolfe island, Frontenac; so-called because the outline of the island resembles a horseshoe.

Howe; island, St. Lawrence river, Frontenac; after General William Howe, fifth Viscount Howe (1729-1814); led the forlorn hope of 24 men who forced the entrenched path by which Wolfe's force scaled the heights of Abraham, Sept. 13, 1759; in 1775, succeeded Gage as Commander-in-Chief in America; commanded at Bunker Hill, 1775, and gained victories of Long Island and White Plains (1776), Brandywine and Germantown (1777).

Ingall; island, St. Lawrence river, Yonge, Leeds; probably after Lieut. Ingall who, in 1829, made an exploration of the country between the St. Maurice and Saguenay.

Johnson; bay, Howe island, St. Lawrence river, Frontenac; probably named after Major General Sir John Johnson, only son of the famous General Sir William Johnson; commanded a regiment of two battalions during the Revolutionary war; later, Superintendent General of Indian Affairs in Canada; d. 1830.

Lake Fleet; group, St. Lawrence river, Leeds and Lansdowne, Leeds; so-called because a number of the islands composing the group are named after vessels that formed the British fleet on the Great lakes and on L. Champlain during the war of 1812-14.

Lynedoch; island, St. Lawrence river, Lansdowne, Leeds; after Gen. Thomas Graham, Lord Lynedoch (1748-1843); next in command to Wellington in Peninsular war and distinguished himself at Barossa, Cuidad Rodrigo, Vittoria, &c. *See* Hill island.

McCoy; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; in Oct., 1815, J. S. McCoy was Master of the *Champlain*, on L. Champlain.

McNair; island, St. Lawrence river, Elizabethtown, Leeds; after Col. McNair commanding the 90th Reg't during the war of 1812-14.

Melville; island, Admiralty group, St. Lawrence river, Leeds, Leeds; after Robert Saunders Dundas, second Viscount Melville (1771-1851); in 1812, appointed first Lord of the Admiralty, which office he held for fifteen years.

Mermaid; island, Admiralty group, St. Lawrence river, Leeds, Leeds; after the *Mermaid*, a gunboat on the St. Lawrence during 1812-14.

Mulcaster; island, Navy group, St. Lawrence river, Lansdowne, Leeds; after Captain Sir Wm. Howe Mulcaster, (1785-1837): in Mar., 1813, was appointed to command the *Princess Charlotte;* commanded at French Creek, Nov. 1, 1813; commanded *Royal George* and severely wounded at Oswego, May, 6 1814; invalided, 1814; Post Captain, 1813; C.B., 1815; knighted, 1831.

Murray; island, St. Lawrence river, Elizabethtown, Leeds; after Lieut.-Col. John Murray, 100th Reg't; appointed Inspecting Field Officer in Lower Canada, July 18, 1811; commanded attacks on Fort George and Fort Niagara (wounded); later C. B. and Lieut.-General; died Feb. 21, 1832.

Myers; island, St. Lawrence river, Lansdowne, Leeds; after Lieut.-Col. Christopher Myers, 70th Reg't, Acting Quartermaster-General, Army Staff in Canada, Aug. 13—Oct. 30, 1812; in command at Kingston, Apr. 22, 1813; wounded at Fort George, May 27, 1813; Colonel, 1814; C.B., 1815; died, 1817.

Navy; group, St. Lawrence river, Leeds; so-called because a number of the islands composing the group are named after naval officers who distinguished themselves during the war of 1812-14.

Needles Eye; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; so-called from narrow steamboat channel between the island and mainland

Netley; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; after the *Netley* (12) schooner—formerly the *General Beresford*—launched at York, U.C., July, 1812; in May, 1816, carried only 4 guns, was commanded by Lieut. Spence and formed part of the L. Ontario fleet.

Niagara; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; in May, 1814, the *Niagara* (22)—formerly the *Royal George*—340 tons, commanded by Capt. F. B. Spilsbury, sailed from Kingston in Sir James Yeo's fleet; on May 1, 1816, she was reported as 'laid up' and housed in Navy bay, Kingston; launched at Kingston, U.C., July, 1809.

Niddry; islands, St. Lawrence river, Lansdowne, Leeds; after John (Hope) 4th Earl of Hopetoun (1765-1823) entered army, 1874; full General, 1819; distinguished himself greatly in the West Indies, 1796-97, and in Egypt, being severely wounded at Alexandria, 1801; *suc.* Sir John Moore in command after battle of Corunna, 1809; distinguished himself in the Peninsular war; *cr.* Baron Niddry, 1814; *suc.* as Earl of Hopetoun, 1816. *See* Hill island.

Ninette; island, St. Lawrence river, Lansdowne, Leeds; probably after a gunboat on the St. Lawrence during the war of 1812-14.

O'Conor; island, Navy group, St. Lawrence river, Lansdowne, Leeds; after Commander Sir Richard James Lawrence O'Conor, R.N. Flag Captain of *Prince Regent* on L. Ontario, May 6, 1814; present at Oswego; commanded *Princess Charlotte*, Sept., 1814; K.C.H., 1836; retired Rear-Admiral, 1846.

Otty; island, Navy group, St. Lawrence river, Leeds; after Lieut. Allan Otty, R.N., who commanded the *Star* (14) on L. Ontario during war of 1812-14; commanded *Montreal* and *Charwell* during 1816 and 1817; retired Captain, 1854.

Owen; island, Navy group, St. Lawrence river, Lansdowne, Leeds; possibly after Captain Charles Cunliffe (*q.v.*) Owen, R.N.; probably after Commodore Sir E. W. C. R. Owen, R.N., who, in 1816, commanded the naval forces on L. Champlain and the Great lakes.

Peel; island, St. Lawrence river, Yonge, Leeds; after Sir Robert Peel, (1788-1850), a noted English statesman; Secretary for Ireland, 1812-18; Prime Minister, 1834-35 and 1841-46.

Pitchpine; island, Admiralty group, St. Lawrence river, Leeds, Leeds; probably from the occurrence on the island of the pitchpine (*Pinus Banksiana*).

Popham; island, Navy group, St. Lawrence river, Lansdowne, Leeds; after Captain Stephen Popham, R. N., (1780-1842); was in the *Orion* (74) in the expedition against Copenhagen; in the *Montreal* (22) assisted at the capture of Oswego, 1814.

Prince Alfred; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; probably after the late Prince Alfred, Duke of Edinburgh (1844-1900), second son of Queen Victoria.

Prince Regent; island, Lake Fleet group, St. Lawrence river, Lansdowne, Leeds; after George IV (1762-1830), ascended the throne, 1820; had previously exercised the Royal authority as Regent.

Princess Charlotte; island, Lake Fleet group, St. Lawrence river, Lansdowne, Leeds; in May, 1814, the *Princess Charlotte*, frigate (43) commanded by Capt. Wm. Howe Mulcaster, formed part of Sir James Yeo's fleet; launched at Kingston, U.C., Apr. 14, 1814.

Psyche; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; after the *Psyche* (32); on L. Ontario during war of 1812-14; her frames were sent out from England; launched at Kingston, Dec. 25, 1814.

Ramsden; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; probably after Jesse Ramsden (1735-1880), an English manufacturer of mathematical instruments and the inventor of an improved eye-piece known as 'Ramsden's eye-piece.'

Riall; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; after General Sir Phineas Riall, K.C.H.; entered the Army, 1794; Major, 1796; Lieut.-Colonel, 1806; Colonel, 1810; Major General, 1813; distinguished himself in the war of 1812-14; Lieut.-General, 1825; K.C.H., 1833; General, 1841; d. 1851.

Rich; island, Navy group, St. Lawrence river, Lansdowne, Leeds; after Captain Charles Rich, R.N., entered Navy, 1801; in 1814, appointed to *St. Lawrence* (102) as Flag-Lieutenant to Sir Edward W. C. R. Owen on Great lakes; Mar. 24, 1815, appointed to command of gunboats on the St. Lawrence; Commander, 1816; Captain, 1838.

Robinson; island, St. Lawrence river, Yonge, Leeds; possibly after Hon. Fred. John Robinson (1782-1859), Lord of the Admiralty, 1810-12; Viscount Goderich, 1827; Earl of Ripon, 1833.

Robert; island, St. Lawrence river, Yonge, Leeds; after Sir Robert Peel (*q.v.*).

Rolleston; island, St. Lawrence river, Escott, Leeds; after Lieut. James Rolleston, R.N., b. 1791; entered Navy, 1804; present in *Pompée* (74) at defence of Gaeta; capture of Capri; battle of Marada, 1806, &c., served in *Perseus* in Mediterranean, Newfoundland, Halifax, &c., 1813-16.

Rowley; island, Navy group, St. Lawrence river, Lansdowne, Leeds; probably after Lieutenant Edward Rowley, R.N., who served on the Great lakes (or L. Champlain) in the war of 1812-14.

Royal; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; probably from proximity to Prince Alfred island (*q.v.*); possibly after the *Royal George*, later, the *Niagara* (*q.v.*).

St. Helena; island, St. Lawrence river, Yonge, Leeds; after the island in the South Atlantic to which Napoleon Bonaparte was banished. Formerly called Goulbourn, after Henry Goulbourn (1784-1856) in 1814, as Under Secretary of State for the Colonies, signed the Treaty of Ghent on behalf of Great Britain.

St. Lawrence; island, Lake Fleet group, St. Lawrence river, Lansdowne, Leeds; after the *St. Lawrence*, ship of the line, 2,305 tons, 102 guns; launched at Kingston, U.C., Sept. 10, 1814.

Scorpion; island, Lake Fleet group, St. Lawrence river, Leeds; after the *Scorpion*, formerly the U.S. S. *Surprise*, captured on lake Huron, Sept. 6, 1814.

Sheaffe; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; after General Sir Roger H. Sheaffe, (1763-1851) who assumed command of forces at Queenston after the death of Brock; was Administrator of Upper Canada, 1812-13.

Sherbrooke; islands, St. Lawrence river, Lansdowne, Leeds; after Sir John Coape Sherbrooke (1764-1830); Governor General of Canada in 1816.

Simcoe; island, west of Wolfe island, Frontenac; after Lieut.-Gen. John Graves Simcoe, (1752-1806), first Governor of Upper Canada, 1791-96; had extensive surveys made and encouraged immigration, particularly of United Empire Loyalists.

Sisters; islands, St. Lawrence river, Leeds, Leeds; so-called from their resemblance to each other.

Skelton; island, Brock group, St. Lawrence river, Lansdowne, Leeds; after Bvt. Major Henry Skelton, 19th L.D., appointed Major of Brigade in Canada, Aug. 22, 1813.

Sparrow; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; after Major E. P. Sparrow, 61st Regt., appointed Ass't Adjutant General in Canada, Aug. 21, 1814.

Spectacles; islands (2), St. Lawrence river, Pittsburgh, Frontenac; so-called from their relative position and shape.

Spilsbury; island, Navy group, St. Lawrence river, Lansdowne, Leeds; after Capt. Francis Brockell Spilsbury, R.N., in command of schooner *Melville* on L. Ontario, Aug. 10, 1815; commanded the *Beresford* at Sacketts Harbour; was present in actions aff Burlington, Sept. 28, 1813, and at French Creek, Nov. 1, 1813; Captain commanding *Niagara*, May 21, 1814; present at Oswego, May 6, 1814.

Stovin; island, Brock group, St. Lawrence river Elizabethtown, Leeds; after Major General Richard Stovin; commanded Montreal district during war of 1812-14; was present at Fort Erie *sortie*.

The Punts; islands, Lake Fleet group, St. Lawrence river, Leeds, Leeds; from position in lake Fleet group and in vicinity of Gig (*q.v.*), Barge, &c., islands.

Troughton; island, Lake Fleet group, St. Lawrence river, Leeds, Leeds; after senior member of firm of Troughton and Simms, famous instrument manufacturers, London, Eng.

Twin Sisters; islands, Brock group, St. Lawrence river, Elizabethtown, Leeds; from their striking resemblance to each other.

Van Buren; island, St. Lawrence river, Escott, Leeds; possibly after Martin Van Buren (1782-1862), eighth President of the United States.

Vansittart; point, St. Lawrence river, Yonge, Leeds; probably after Vice-Admiral Vansittart; he was present at the capture of Cape of Good Hope; came to Canada in 1834 and settled near Woodstock, Ont. In 1821 the Right Hon. Nicholas Vansittart was Chancellor of the Exchequer.

Victoria; island, Brock group, St. Lawrence river, Elizabethtown, Leeds; probably after Her Majesty Queen Victoria (1819-1901).

Wallace; island, St. Lawrence river, Lansdowne, Leeds; probably after Thomas Wallace, Baron Wallace of Knaresdale (1768-1844); *cr.* February 1828; Lord of the Admiralty, 1797-1800; some time M.P. for Penryhyn; 1814, mar. Jane, dau. of John, 2nd Earl of Hopetoun and widow of Henry, 1st Viscount Melville.

Willoughby; island, St. Lawrence river, Yonge, Leeds; probably after Commander James Beautine Willoughby, R.N.; entered Navy 1830; served as mate on the *Niagara* (20) Capt., Williams Sandom, on Great lakes; Lieutenant, 1841, on the *Illustrious* N.A. and W.I. station; 1845-46 in *Mohawk* and *Cherokee* on the Great lakes; received thanks of Royal Humane Society 1867, for rescuing crew of vessel wrecked on Pigeon I., lake Ontario.

Yeo; island, St. Lawrence river, Escot, Leeds; after Sir James Lucas Yeo (1782-1819); entered Navy 1793; Lieutenant, 1797; in 1805, stormed the fort in El Muros and captured every vessel in the port; "immediately promoted to Commander and appointed to the *Confiance*, one of the vessels he had so gallantly taken"; Captain, 1807; captured Cayenne, 1809; knighted, 1810; Commander-in-Chief on Great lakes, 1813-14 and on the West African coast, 1815; K.C.B., 1815.

Yorke; island, Admiralty group, St. Lawrence river, Leeds, Leeds; after Rt. Hon. Chas. Philip Yorke, 2nd son of Philip, 2nd Earl of Hardwicke; First Lord of the Admiralty, 1811; b. 1764.

NINTH REPORT

OF THE

GEOGRAPHIC BOARD OF CANADA

1910

PART IV

PLACE-NAMES—NORTHERN CANADA

BY

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Secretary, Commission of Conservation

INTRODUCTION

PLACE-NAMES IN NORTHERN CANADA

The geographical limits of Northern Canada have been taken as including the present North West Territories—which contain the so-called 'districts' of Ungava, Keewatin, Mackenzie and Franklin—and the territory of Yukon. In considering in the large, the derivations of the place-names, in this area it is convenient to divide them into two groups:—

(1) The names of the Arctic islands, the Arctic coast of the mainland and the coasts of Hudson bay and strait.

(2) What may be called the 'inland' names, including practically all not in the first class.

Arctic and Hudson bay exploration in British North America can be divided into three periods of activity:—

(*a*) From Frobisher's 1st voyage in 1576 to James' and Foxe's voyages in 1631.

(*b*) From Ross' voyage in 1818 to the Belcher expedition, 1852-54.

(*c*) From the Nares expedition of 1875-76 to the present time.

The first period includes the explorations of Frobisher, Davis, Hall, Hudson, Button, Baffin, Munk, James and others. Between the first and second period, there were occasional small expeditions in search of the North West passage, by way of the northwestern portion of Hudson bay.

The Ross expedition of 1818, followed Baffin's track and verified the discoveries of Baffin made two centuries earlier, and which had been expunged from the 18th century maps as unfounded. Following the extensive discoveries of Parry, 1819-25, and Franklin, 1821 and 1826, the Admiralty, in 1845, dispatched the famous, but ill-fated, Franklin expedition. When a year and a half had elapsed, a feeling of uneasiness manifested itself, and, in the next thirty years, over forty expeditions were sent out from England and America to rescue the survivors or bring home the records of the lost expedition. As the nature of the search necessitated a minute examination of all the coasts of the great Arctic archipelago, one of the indirect results was the mapping of tens of thousands of miles of coast-line and the naming of hundreds of topographical features.

Between the second and third periods, Hayes and Hall discovered Kennedy and Robeson channels—the northern extension of Smith sound—and the great sea of Palæocrystic ice that extends northward from the northern shores of Ellesmere island and Greenland. During the third period, various expeditions attempted to reach the Pole and, last year, Peary's efforts were crowned with success. As one result, nearly all the names of features along the eastern coast of Ellesmere island are named after citizens of the United States; the west coast of Ellesmere and the islands to the west of it were explored by the Sverdrup expedition and, therefore, bear Norwegian names. Elsewhere British names are almost universal, though many Continental European royalties and statesmen have not been overlooked.

The study of the place-names of Arctic Canada is an extremely fascinating one, and involves the examination of all narratives of Arctic exploration, of the previous careers of the principal actors—their relations, friends, brother-officers, of their former commanders, of the officials of the Admiralty, of contemporary scientists, particularly those interested in the exploration of the north, etc. Naturally, as about nine-tenths of the coast was explored by naval officers, the names of Arctic explorers, of naval officers and officials and of Arctic exploring vessels predominate, the most striking feature in a general survey being the extreme paucity of native names, due partly, to the uninhabited nature of the greater part of the region and, in a minor degree, to the lack of communication with the Eskimos owing to the failure to provide the expeditions with interpreters. To this rule there is one exception, viz., along the south shore of Victoria island and along the Arctic coast of the mainland between Coronation gulf and the northern extreme of Melville peninsula. As these coasts were explored by Rae, Dease and Simpson, officers of the Hudson's Bay Company, they are a veritable directory of their contemporary chief traders, chief factors, etc., of the Hudson's Bay Company.

The derivations of these place-names were arrived at in a number of ways:—

(1) When a definite statement by the author was obtainable. Fortunately, there are many books of Arctic exploration and, during the Franklin search, the reports made by the various expeditions were published as parliamentary blue-books. Unfortunately, the reports of the two most important expeditions sent out during this period—the Austin and the Belcher—do not give much information respecting the many names given by them. Apparently, Austin and Ommanney named all the features discovered by their officers as the reports of their subordinates and the sketch-maps accompanying them are devoid of new names. Belcher seems to have given his officers a fairly free hand in this respect, but only one, Lieut. Mecham, gives anything like a full statement of the derivations of the names for which he is responsible. Richards, who gave more names than any other officer in the expedition, gives absolutely no information.

(2) Where there were circumstances indicating the derivation that almost amount to a demonstration, particularly when the name is an uncommon one.

(3) Where the attendant circumstances indicated a probability. In such cases, the suggested derivation is always prefaced by the word 'probable.'

The first explorers gave remarkably few names, usually contenting themselves with bestowing their own and the names of some of their more influential patrons.

Baffin island and Baffin bay were named after William Baffin, the famous explorer, who, between 1612 and 1616, made five voyages of exploration to the Arctic and, in 1616, attained the latitude of 77 30′, which was not reached by any other navigator till over 200 years later. Baffin immortalized the names of his patrons by naming Smith sound, Digges cape, etc.; Smith sound, after Sir Thomas Smith, a wealthy and influential merchant of London and first Governor of the East India Company; Jones sound, after Alderman Thomas Jones, a London merchant; Digges cape, after Sir Dudley Digges; Wolstenholme sound, after Sir John Wolstenholme; Hakluyt island, after Richard Hakluyt, the famous geographer, and Lancaster sound, after Sir James Lancaster.

Mill island was named by Bylot, after the 'grinding' of the ice on its shores.

Davis strait commemorates the famous navigator, John Davis (1550-1605), who, in 1585, made voyages to the Arctic. He named cape Walsingham after Sir Thomas Walsingham, Secretary of State; Exeter sound, after the merchants of the Devonshire town, who had assisted him; Cumberland gulf, after the Earl of Cumberland, commander of the squadron off the Azores in 1589, in which Davis had served; cape of Gods Mercy commemorates the place of their 'first entrance for the discovery'; cape Chidley, at the entrance of Hudson strait, after John Chidley, who died in the strait of Magellan whilst on a voyage that had for its object, the circumnavigation of the globe.

Hudson bay and strait are named after Henry Hudson, the ill-fated explorer who, in 1611, was left by his mutinous crew to perish miserably on the shores of the bay that bears his name. Hudson named capes Wolstenholme and Digges after Sir John Wolstenholme and Sir Dudley Digges, the patrons of Arctic exploration; cape Prince Henry, after the eldest son of James I, who took a genuine interest in Arctic exploration, but this name is now obsolete; Queen Anne cape, after Anne of Denmark, wife of James I; Charles island, after his son, Prince Charles, later, Charles I, and the isles of Gods Mercies commemorate his escape from wreck in Hudson strait.

The voyage of Luke Foxe, 1631, is immortalized by Fox channel and Fox land. He named the Savage islands after the Eskimos seen there; Salisbury island, after the Earl of Salisbury, Lord High Treasurer; Nottingham island, after the Earl of Nottingham, Lord High Admiral; Rowe's Welcome islands, after Sir Thomas Rowe, which name is now applied to the strait between Southampton island and the mainland; Brooke Cobham island—now called Marble island—after Sir John Brooke, later, Lord Cobham; 'Brigges his Mathematickes' islands, was intended to immortalize his friend and patron, Henry Briggs, but this quaint name has not been retained. He named Trinity isles after Trinity House, the outermost being named Cooke isle, after an assistant in that corporation; 'King Charles and Maria capes, in a most bounden and dutiful remembrance of my King and Queen'; Weston cape, after Lord Weston, Lord Commissioner of the Navy; cape Dorchester, after Sir Dudley Carleton, 1st Lord Dorchester, and cape Dorset after Edward Sackville, Earl of Dorset.

James bay is named after Thomas James, and commemorates his exploration, in 1631, of this portion of Hudson bay. Cape Henrietta Maria was named by him after Queen Henrietta Maria; Weston island, after Lord Weston; Danby island, after the Earl of Danby. The house in which he wintered was called Charles-town—contracted to Charlton—which name was also applied to the island on which the house was constructed, and Cary island was named after Thomas Carie, a gentleman of the bed chamber.

Frobisher bay is so named after the famous navigator, Martin Frobisher, who made three voyages to the bay that bears his name. He named cape Warwick and Countess of Warwick sound, after his patron, the Earl of Warwick and his wife, respectively; Queen Elizabeth foreland, after the Queen; Yorke sound, after Captain Yorke, commanding the *Michael* during the second voyage; Hall island, after the master of one of his vessels; Gabriel island and strait, after one of his vessels, and Jackman sound, after the mate of the *Ayde*.

Button islands, Hudson strait, and Button bay near Churchill, are named after Sir Thomas Button, who, in 1612, explored the southwestern portion of Hudson bay, and wintered at port Nelson; Resolution island bears the name of his vessel; Bylot island is named after one of his company—afterwards associated with Baffin. He also gave a cape at the south end of Coats island the curious name of Carys Swansnest, which Miller Christy suggests may have been named after a nest of a wild swan discovered by one of his crew named Cary. It may have been named after Allwin Carey, who was ship's husband on Baffin's vessel, 1616, and after whom the Carey islands at the head of Baffin bay were named. Button wintered at the mouth of the present Nelson river, which bears the name of his sailing master whom he buried there. Mansel island—often spelled Mansfield—was named after Button's kinsman, Sir Robert Mansel, Vice-Admiral of England.

Viscount Melville, First Lord of the Admiralty, has been immortalized in Melville peninsula, sound and island and in Melville bay, Greenland; Cockburn, peninsula and cape, are named after Admiral Sir George Cockburn, one of the Lords of the Admiralty. Ellesmere island was named by Inglefield after Lord Ellesmere who was, in 1825, Vice-president of the Royal Geographical Society. Capes Isabella and Alexander mark Ross' 'farthest' in 1818, and are named after his vessels. Lincoln bay bears the name of President Abraham Lincoln, and Arthur land, Garfield range, Grant land, Buchanan bay and Taylor island, the names of other presidents.

Inglefield land and gulf were named after Admiral Inglefield, the Arctic explorer; Kane basin and Hall land, after Dr. Elisha Kent Kane and C. F. Hall, American explorers; Grinnell land, after the American merchant and philanthropist, Henry Grinnell. Somerset and Devon islands were named by Parry after his native county and Lieut. Liddon's respectively; Cornwallis island after Admiral Sir William Cornwallis; Bathurst island after the third Earl of Bathurst; Eglington island and cape after the Earl of Eglington, and Byam Martin island and channel after Sir Thomas Byam Martin, Comptroller of the Navy.

Sir John Franklin's name has been given to ten features, one of which, appropriately enough, is the strait down which the *Erebus* and *Terror* sailed for the last time. His name was also given to the provisional district of Franklin but, recent legislation has incorporated it with the remainder of Northern Canada into the North West Territories. The name of his second wife is attached to two capes, a point, a bay and an island, and that of his niece, Miss Isabella Cracroft, to four capes, a bay and a sound; Booth, Wright and Sellwood rivers, Majendie cape and Simpkinson cape are named after relatives; Tasmania islands commemorate the sympathy received by Lady Franklin from the Tasmanians, Hepburn island bears the name of his servant, and Porden island, the maiden name of his first wife.

Parry's name is attached to a peninsula, two capes, a bay, point, mountain, falls and port, and his wife's name to Lady Parry island and Catherine point. In addition to Barrow strait, the enthusiastic geographer has been commemorated by a harbour, river, bay, peninsula and cape.

Boothia gulf and peninsula immortalize Sir Felix Booth, promoter of Arctic exploration; Banks island is after Sir Joseph Banks, president of the Royal Society; Baring land, after Sir Francis Baring, First Lord of the Admiralty; Wollaston land, after Dr. W. H. Wollaston, noted English chemist and physicist.

Royalties are well represented, thus: Kent island is after the Duke of Kent, and Kent peninsula after the Duchess of Kent—father and mother of the late Queen Victoria. King William island is after King William IV, and Adelaide bay and peninsula after his wife; Victoria island and strait and Queens channel, after the late Queen; Prince Albert land and sound, after the late Prince Consort; Prince of Wales island, after King Edward VII, and Cornwall island after one of his titles; Prince Alfred bay, after the Duke of Edinburgh; Princess Royal island, after the late Empress of Germany; King Oscar land and Kron Prinz Gustav sound, after the late King and present King of Sweden; Frederick VII cape and Frederick VII bay, after the King of Denmark and Christian Frederick cape, after a Crown Prince; Leopold cape, after Leopold I, King of the Belgians; Napoleon bay, Eugenie cape and Prince Imperial island, after the unfortunate royal family of France; Prince Patrick island, after the late Duke of Connaught; Princess Marie bay, after the Princess Marie Emelie, Duchess of Hamilton. Prince Regent inlet was named after the Prince of Wales, later George IV, and Coronation gulf was discovered on the anniversary of his coronation; Heiberg, Ellef Ringnes and Amund Ringnes islands were named by Sverdrup after the patrons of his expedition. Naturally the names of Arctic explorers and naval officers predominate. In the list of the former we find upwards of 115 names, including, in addition to those previously mentioned, Austin, Back, Belcher, Collinson, Crozier, De Haven, Fitzjames, Greely, Hamilton, Hayes, Hearne, Inglefield, Kane, John Ross, James Clark Ross, Kellett, Liddon, Lyon, M'Clintock, M'Clure, Macdougall, Clements and Albert Markham, Mecham, Nansen, Nares, Ommanney, Osborn, Penny, Pim, Pullen, Rae, Richards, Sabine, Scoresby, Simpson, Stephenson, Stewart, Sutherland, Sverdrup, Wilkes, the Antarctic explorer, and many others.

Practically all the vessels engaged during the nineteenth century in Arctic exploration have had their names attached to features, thus we have:—Alert mountain, Dolphin and Union strait, Erebus bay, Fox islands, Fram fiord, Fury and Hecla strait, Proteus point, Resolute inlet, Terror bay and Victory harbour.

Forty-five naval officers have been immortalized, including:—Admirals Cornwallis, Exmouth, Fanshawe, Fitzwilliam Owen, Graham Moore, Hardy, Hornby, Keppel, Lord Lyons, Lord Nelson, Ogle, Peel, Pym, Wrangell and Wager.

Lords and officials of the Admiralty have had their names attached to features in the Arctic. Among them are:—Berkeley, Eden, Hotham, Lord Melville, Houston Stewart, Milne, Earl of Northumberland, Hyde Parker, Clerk and Hope, Lords of the Admiralty, and Baillie-Hamilton, Barrow, Croker, Parker, Hay and Elliot, Secretaries.

'Inland' Names.

The 'inland' names of Northern Canada differ from the 'coast' names, in that the majority of them are either native names or translations of native names. This is due to the fact that most of them were obtained by officers of the Hudson's Bay Company, who, as fur-traders, were in close touch with the native inhabitants.

Eastmain river recalls the Hudson's Bay Company's official designation of the east mainland coast of Hudson bay; George river was named by Moravian missionaries after George III; Koksoak is Eskimo for 'big river,' and Ungava signifies 'far away'; Albany river, after James, Duke of York and Albany, later James II; Hayes river, after James Hayes, secretary to Prince Rupert; Nelson river, after Button's master who died there; Churchill river, after the victor of Blenheim; Backs river, after Admiral Sir George Back; Coppermine river after the reported copper mines that drew Hearne—first white man to sight the Arctic mainland coast of British North America—from Hudson bay; Dubawnt is corrupted Indian for 'water-shore,' and Slave denotes the contempt of the southern Indians for their less warlike northern neighbours; the Mackenzie bears the name of its famous explorer, Sir Alex. Mackenzie; the Pelly is named after one of the directors of the Hudson's Bay Company; the Frances, after the wife of its famous Governor, Sir George Simpson, and the Lewes and Stewart, after officers of the company; the Liard refers to the cottonwood trees ('liards') on its banks; Keewatin, as every student of Hiawatha knows, signifies the 'north wind.' Yukon signifies 'big river.'

Owing to the historical interest connected with them, the following lists have been included:—

(*a*) A list of the various exploring expeditions to the waters of the Canadian Arctic and to Hudson bay—from 1576 to 1910.

(*b*) List of the officers of these expeditions.

(*c*) List of the discovery vessels.

(*d*) Bibliography of the principal works consulted.

EXPEDITIONS TO WATERS OF NORTHERN CANADA AND TO HUDSON BAY, 1576-1910

FROBISHER'S FIRST VOYAGE, 1576

Gabriel (25 tons), Admiral[*]

Frobisher, Martin	Captain and pilot
Hall, Christopher	Master
Chaunsler, Nicholas	Purser

Michael (20 tons)

Owen, Gryffyn	Master

FROBISHER'S SECOND VOYAGE, 1577

Ayde (200 tons)

Frobisher, Martin	General
Best, George	Lieutenant
Philpot, Richard	Ensign
Carew, Henry	Gentleman
Stafford, Edmund	Gentleman
Lee, John	Gentleman
Harvie, Edwarde	Gentleman
Kynersley, Matthew	Gentleman
Lyns. Abraham	Gentleman
Kynersley, Robert	Gentleman

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[*] " In all expeditions that consisted of more than two vessels, one was appointed to lead, with the denomination of *Admiral;* and another was appointed to keep a look-out astern, with the denomination of *Vice-Admiral.* By day, the *Admiral* carried a proper signal, and by night showed a distinguishing light. These vessels were of medium size, between three and four hundred tons, strongly built, to carry a heavy armament, and were required to sail well. They carried soldiers as well as mariners.

" The officer in command of the entire fleet, was named the *General,* and he sailed in the *Admiral.* The second in command, was denominated the *Lieutenant-General,* and he sailed in the *Vice-Admiral.* Both these officers were invested by patent from the Sovereign, with power to exercise martial law; and several of these documents, granted by Elizabeth and James I, to the early commanders employed by the Worshipful Fellowship of the Merchants of London trading into the East Indies, are to be found among the East India Mss.

" On board each ship there was also: a *Captain* who ' ruled in matters of controversy, and in sea-fights '; a *Master,* who, under sureties, was held responsible for the goods brought into the ship; a *Purser,* who was held accountable, also under sureties, for the goods on board, and who superintended their delivery from the ship; a *Romager,* who regulated the stowage; a *Counter-Master,* or master's mate, who kept the keys of the hatches; and a *Pilot,* ' to direct only in governing and leading ' the ship from port to port." (Rundall).

Brackenburye, Frauncis	Gentleman
Armshow, William	Gentleman
Forder, Francis	Corporal of the Shott
Hall, Christopher	Master
Jackman, Charles	Mate
Dyer (or Dier), Andrew	Pilot
Coxe, Richard	Master Gunner

Gabriel (25 tons)

Fenton, Edward	Captain
Smyth, William*	Master
Tanfield, William	Gentleman

Michael (20 tons)

Yorke, Gilbert	Captain
Beare, James	Master
Chamberlaine, Thos	Gentleman

FROBISHER'S THIRD VOYAGE, 1578

Ayde (Admiral), 200 tons

Frobisher, Martin	General
Hall, Christopher	Chiefe Pylot of the Fleete
Sellman, Edward	Notary
Holmes, ————	Quartermaster

Thomas Allen (Vice-Admiral)

Yorke, Gilbert	Captain
Jackman, Charles	Master (Chiefe Pylot for Discovery)

Judith (Lieutenant General)

Fenton, Edward	Chaplain

Michael (25 tons)

Kinnersley (Matthew or Robert, "gentlemen" in second voyage)	Captain

Anne Francis (Rear Admiral)

Best, George	Captain
Beare, James	Master

Hopewell

Carew, Henry	Captain

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* Swept overboard, Aug. 30, 1577

Beare

Philpot, Richard (ensign on *Ayde* in second voyage)	Captain

Thomas[*]

[†]**Tanfield, William**	Captain
Coxe, Richard	Pilot

Emmanuel, also called the *Armenall* and *Armonell*

Courtney, ————	Captain

Francis

Moyles (or **Morice**), **Thomas**	Captain

Moone

Upcot (or **Upcote**)	Captain
Lakes, John	Master

Emmanuel (the vessel also called the *Busse* of Bridgewater)

Newton, ————	Captain

Solomon (also called the *Salamander*)

Randal, Hugh	Captain

Denis (100 tons), lost off Baffin island

Kendall, ————	Captain

Gabriel (20 tons)

Harvey, Edwarde	Captain
Davis, Robert	Master
[‡]**Wolfall,** ————	Chaplain
Girido, Lucke	Vice Admiral at Meta Incognita
Dyer, Andro (or **Andrew**)	"Master of the shipp that staies in the country"
Stafford, Edmund	Gentleman (?)
Brakenburie, Fraunces	Gentleman
Lee, John	Gentleman
Chamberlaine, Thomas	Gentleman
Linche, Abraham	Gentleman
Sotle, Dennys	Gentleman
Kirkman, Henrie	Gentleman

DAVIS' FIRST VOYAGE, 1585

Sunneshine (50 tons)

Davis, John	Captain and Chiefe Pilot
Eston, William	Master

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[*] Did not reach land, returned to England.

[†] William Tanfield was one of the 'gentlemen' on the second voyage.

[‡] Probably in the *Ayde*.

Pope, Richard	Master's Mate
Jane (or Janes), John	Supercargo or Clerk
Davie, Henry	Gunner
Crosse, William	Boatswain

Mooneshine (35 tons)

Bruton, William	Captain
Ellis, John	Master

DAVIS' SECOND VOYAGE, 1586

Mermaiyde (120 tons)*

Davis, John	General

Sunneshine (60 tons)†

Pope, Richard	Master
Carter, Marke	Master's Mate
Morgan, Henry	Purser

Mooneshine (35 tons)

Eston, William	Master (probably)

North Star (pinnace, 10 tons), lost in a storm, Sept. 3, 1586

DAVIS' THIRD VOYAGE, 1587

Elizabeth

Davis, John	General
Bruton, William	Master
Jane (or Janes), John	Supercargo

Sunneshine (50 or 60 tons)

Ellen (pinnace,*† probably did not exceed 20 tons)

Churchyard, John	Pilot

(Admiral Albert H. Markham is "inclined to think that Davis elected to proceed on his adventurous cruise in the *Ellen* the smallest of the three.")

WAYMOUTH'S VOYAGE, 1602

Discovery (70 tons)††

Waymouth, George	Captain
Cartwright, John	Preacher
Adams, Bartholomew	Surgeon

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* Sent home from Sukkertoppen, Greenland; Davis transferred to the *Sunneshine*.

† Davis, in his first voyage, states the tonnage as 50 tons.

*† Jane (or Janes) calls it a "clincher," referring to its construction with the outside planks lapping one over the other.

†† Foxe says that he had "two fly-boates, one of 70, the other of 60 tonnes."

Yerworth, Thomas	Purser
Drew, John	Master
Blackmoor, John	Master's Mate

Godspeed (60 tons)

Cobreath (or Colbert), William	Captain
Lane, John	Master
Pullison, Ed	Purser

HALL'S FIRST VOYAGE, 1605 (Danish Expedition to west coast of Greenland)

Trost (Consolation), 60 tons

Cunningham, John	Admiral
Arnold, ————	Lieutenant (navigating officer)
Hall, James	Pilot

Den Röde Löve (Red Lion), 70 tons

Lindenow, Godske	Captain
Mannteufel, Karsten	Lieutenant
Kieldsen, Peter	Pilot

Katten (Cat), pinnace, about 24 tons

Knight, John	Captain
Leyell, Alexander	Mate (?)

HALL'S SECOND VOYAGE, 1606 (Danish Expedition to west coast of Greenland)

Trost (Consolation), 60 tons

Lindenow, Godske	Admiral
Hall, James	First Mate and Pilot

Den Röde Löve (Red Lion), 70 tons

Cunningham, John	Captain

Ornen (Eagle) 100 tons, commonly called *Urin* or *Vrin*

Bruun, Hans	Captain
Foss, Philip de	Lieutenant and First Mate

Gilliflower (generally known as the *Gillibrand, Gillbert* or *Angelibrand*), 40 tons

Richardson, Carsten	Captain

Katten (Cat), pinnace, about 24 tons

Nolk, Anders	Captain

HALL'S THIRD VOYAGE, 1607 (Danish Expedition to east coast of Greenland)

Trost (60 tons)

Richardson, Carsten	Captain, commanded expedition
Hall, James	Chief Pilot

Greenland Bark

KNIGHT'S VOYAGE, 1606

Hopewell (40 tons)

Knight, John	Captain and Commander
Gorrell, Edward	Mate
Brunel, Oliver	?

HUDSON'S VOYAGE, 1610-11

Discovery (55 tons)

Hudson, Henry*	Commander
Juet, Robert†	Mate
Bylot (or **Bileth**), **Robert††**	Mate, after Juet's suspension
Staff, Philip	Carpenter (sent adrift
Prickett, Abacuk	Agent for Adventurers (survivor)
Wilson, Edward	Surgeon

HALL'S FOURTH VOYAGE, 1612 (to west coast of Greenland)

Patience (140 tons)

Hall, James	Commander
Gordon, William	Master's Mate
Hemsley, John	Master's Mate

Heart's Ease (60 tons)

Barker, Andrew	Captain (after Hall's death, was in the *Patience,* commander of the expedition
Huntriss, William	Master (after Hall's death, was Captain)

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* Cast adrift with eight of crew; never heard of again; probably died of starvation. Of the mutineers two died, four were slain and eight reached England.

† Was, later, superseded by Bylot; died on homeward voyage.

†† After Green's death, was made Captain.

Gatonby (or **Gatonbe**), **John**	Master's Mate, after Hall's death
Baffin, William	Pilot
Wilkinson, ————	Supercargo (?)

BUTTON'S VOYAGE, 1612-13

Resolution

Button, Thomas	Admiral
Nelson, Francis*	Master
Gibbons, William	Volunteer
Hawkridge, William	Volunteer
Prickett, Abacuk	?
Wilson, Edward	Surgeon

Discovery (55 tons)

Ingram, John	Captain
Bylot (or **Bileth**), **Robert**	Mate (?)

BAFFIN'S FIFTH VOYAGE, 1616

Discovery (55 tons)

Bylot (or **Bileth**), **Robert**	Master
Baffin, William	Pilot
Hubert (or **Hubart** or **Hubbert**), **Josias†**	?
Carye, Allwin	Supercargo

BAFFIN'S FIFTH VOYAGE, 1616

Discovery (55 tons)

Bylot (or **Bileth**), **Robert**	Master
Baffin, William	Pilot
Hubert (or **Hubart** or **Hubbert**), **Josias†**	?
Carye, Allwin	Supercargo

GIBBON'S VOYAGE, 1614

Discovery (55 tons)

Gibbons, William	Commander

HAWKRIDGE'S VOYAGE,*† 1617?

Hawkridge, William	Captain

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* Died at present Port Nelson, N.W.T.

† Josias Hubert (otherwise Hubart and Hubbert) "sailed under Button, probably as mate or Pilot of one of the vessels." (Gosch's "Danish Arctic Expeditions.") He, probably, sailed with Bylot and Baffin to "Hudson bay in 1615," and is known to have accompanied them on their remarkable voyage to Baffin bay in 1616.

*† Miller Christy thinks it took place in 1617 or 1625, probably the latter—*if it took place at all.*

MUNK'S VOYAGE, 1619-20 (Danish expedition)

Enhiörningen (*Unicorn*)

Munk, Jens*[*]	Commander of expedition
Stygge, Mauritz	Lieutenant
Jensen, Rasmus	Chaplain
Caspersen, Casper	Surgeon
Olluffsen, Jan	Master
Gourdon (or **Gordon**), **William**	Chief Mate (?)
Brock, Hans	2nd Mate
Opslöe, Christoffer	Chief Gunner
Arffuedsen, Suend	Carpenter

Lamprenen (*Lamprey*)

Hendrichsen, Jens	Master
Watson, John	Chief Mate (?)
Pettersen, Jan	2nd Mate
Volske, David	Surgeon

FOXE'S VOYAGE, 1631

Charles, pinnace (70 tons)

Foxe, Luke	Captain and Pilot
Dune, ————	Master
Yourin (**Hourin** or **Urin**), ————	Master's Mate

JAMES' VOYAGE, 1631-32

Henrietta Maria (70 tons)

James, Thomas	Captain
Clements, William	Lieutenant
Price, Arthur	Master
Warden, John	Master's Chief Mate, d. May 6, 1632
Whittered, John	Master's Second Mate (Chief Mate after Warden's death)
Bilson, Nathaniel	Surgeon
Palmer, John	Boatswain
Edwards, Richard	Gunner
Cole, William	Carpenter

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[*] All died but Munk and two men; returned in the *Lamprenen*.

KNIGHT'S VOYAGE, 1719*

Albany

Knight, James	Commander of expedition
Barlow (or **Berley**), **George**	Captain

Discovery

Vaughan, David	Captain

SCROGGS' VOYAGE, 1722

Whalebone

Scroggs, John	Commander

MIDDLETON'S VOYAGE, 1741-42

Furnace

Middleton, Christopher	Captain, commander of expedition
Rankin, John	Lieutenant
Wilson, Robert	Master
Napier, ————	Master
Wygate (or **Wigate**), **John**	Clerk
Carew, Robert	Mate
Ellis, Henry	Agent for Adventurers
Thompson, Edward	Surgeon
Axx, George	Gunner
Hodgton, J.	?

Discovery

Moor, William	Captain

SMITH AND MOOR'S VOYAGE, 1746-47

Dobbs (180 tons)

Moor, William	Commander
Ellis, Henry	Agent for Adventurers

California (140 tons)

Smith, Francis	Captain
Holding, ————	Lieutenant
Bowden, ————	Mate
Westal, ————	Second Mate
Drage, T. S.	Clerk

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* Both vessels were sunk in Marble Island harbour, the survivors perishing on the island of starvation.

CHRISTOPHER'S VOYAGES, 1761 AND 1762

Churchill (sloop)

Christopher, ———	Captain

COOK'S THIRD VOYAGE, 1776-80

Resolution

Cook, James[*]	Captain, commander of expedition
Gore, John[†]	1st Lieutenant
King, James[**]	2nd Lieutenant
Williamson, John	3rd Lieutenant
Bligh, William	Master
Anderson, William[††]	Surgeon
Lanyan, ———	Master's Mate (Lieutenant after Clerke's death)
Harvey, ———	Midshipman (Lieutenant after death of Cook)
Ewin, William	Boatswain
Clevely, James	Carpenter
Anderson, Robert	Gunner
Forster, John R.	Naturalist
Phillips, Molesworth	Lieut. of Marines

Discovery (300 tons)

Clerke, Charles[†*]	Captain
Burney, James	1st Lieutenant
Rickman, John	2nd Lieutenant
Edgar, Thomas	Master
Law, John[***]	Surgeon
Atkins, Eneas	Boatswain
Samuel, ———	Surgeon (after Anderson's death)
Bailey, William	Observer
Reynolds, Peter	Carpenter
Peckover, William	Gunner

PICKERSGILL'S VOYAGE, 1776

Lion (brig)

Pickersgill, Richard, Lieut. R.N.	Commander
Lane, ———	Master

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[*] Murdered at Owhyhee, Feb. 14, 1779.

[†] After Clerke's death commanded expedition in the *Resolution.*

[**] After Clerke's death, commanded the *Discovery.*

[††] Died Aug. 3, 1778.

[†*] Succeeded to command on death of Cook; died Aug. 22, 1779.

[***] Transferred to *Resolution* after Anderson's death.

YOUNG'S VOYAGE, 1777

Lion (brig)

Young, Walter, Lieut. R.N.	Commander

DUNCAN'S VOYAGE, 1790

Sea-horse

Duncan, Charles, Master R.N.	Commander

Beaver (84 tons)

JOHN ROSS' FIRST VOYAGE, 1818

Isabella (385 tons)

Ross, John	Captain, commander of expedition
Robertson, William	Lieutenant
Thom, William	Purser
Sabine, Edward (Capt., R. A.)	Astronomer
Edwards, John	Surgeon
Beverley,* Charles James	Asst. Surgeon
Skene, A. M.	Midshipman
Ross, James Clark	Midshipman
Bushnan, John	Midshipman and Clerk
Lewis, Benjamin	Master and Greenland Pilot†
Wilcox, Thomas	Mate and Greenland Pilot (?)

Alexander (252 tons)

Parry, William Edward	Lieutenant-Commander
Hoppner, Henry Parkyns	Lieutenant
Bisson, Ph.	Midshipman
Nias, Joseph	Midshipman
Fisher, Alexander	Asst. Surgeon
Hooper, William Harvey	Purser

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* "Beverly" in Parry's list.

† 'Greenland Masters' and 'Mates' and 'Ice Masters' were old Captains of whalers. They were considered as officers, and messed with the other officers. There was, until about forty years ago, a distinct Master line in the navy. They began as 2nd class Volunteers at the age of 14, then became Master's Assistants who helped the Master, then Second Masters who had charge of the holds, and finally Masters who were the Navigators of the ship. They did not get beyond Masters, except a very few who were made Lieutenants—Elliott who was in the 'Assistance' was one. When the Master line was abolished, Navigating Lieutenants took the place of Masters. 'Pursers' are now called 'Paymasters.' All these should be included as officers, as much as Engineers. (letter from Sir Clements Markham, April 24, 1910).

Allison, John	Master and Greenland Pilot
Phillips, John	Mate and Greenland Pilot
Halse, James	Clerk

FRANKLIN'S FIRST LAND EXPEDITION, 1819-22

Franklin, John	Commander of expedition
Richardson, John	Surgeon and Naturalist
Hood, Robert	Surveyor
Back, George	Surveyor

PARRY'S FIRST VOYAGE, 1819-20

Hecla (375 tons)

Parry, William Edward	Lieutenant R.N.,commander of expedition
Sabine, Edward (Capt., R. A.)	Astronomer
Beechey, Frederick William	Lieutenant
Edwards, John	Surgeon
Fisher, Alexander	Asst. Surgeon
Hooper, William Harvey	Purser
Nias, Joseph	Midshipman
Dealey, William J.	Midshipman
Palmer, Charles	Midshipman
Ross, James Clark	Midshipman
Bushnan, John	Midshipman
Halse, James	Clerk
Crawford, George	Greenland Mate
Swansea, Jacob	Boatswain
Wallis, Wm.	Carpenter
Scallon, James	Gunner
Allison, John	Greenland Master

Griper (180 tons)

Liddon, Matthew	Lieutenant and Commander
Hoppner, Henry Parkyns	Lieutenant
Beverley, Charles James	Asst. Surgeon
Reid, Andrew	Midshipman
Skene, A. M.	Midshipman
Griffiths, William Nelson	Midshipman
Wakeham, Cyrus	Clerk
Elder, Alexander	Greenland Master
Fife, George	Greenland Master

PARRY'S SECOND VOYAGE, 1821-23

Fury (377 tons)

Parry, William Edward	Captain, commander of expedition
Fisher, Rev. George	Chaplain and Astronomer
Nias, Joseph	Lieutenant
Reid, Andrew	Lieutenant
Edwards, John	Surgeon
Skeoch, James	Asst. Surgeon
Hooper, William Harvey	Purser
Henderson, John	Midshipman
Crozier, Francis Rawdon Moira	Midshipman
Ross, James Clark	Midshipman
Bushnan, John	Asst. Surveyor
Halse, James	Clerk
Allison, John	Greenland Master
Crawford, George	Greenland Mate
Scallon, James	Gunner

Hecla (375 tons)

Lyon, George Francis	Commander
Hoppner, Henry Parkyns	Lieutenant
Palmer, Charles	Lieutenant
Fisher, Alexander	Surgeon
M'Laren, Allan	Asst. Surgeon
Germain, John	Purser
Sherer, Joseph	Midshipman
Richards, Charles	Midshipman
Griffiths, William Nelson	Midshipman
Bird, Edward J.	Midshipman
Mogg, William	Clerk
Fife, George	Greenland Master
Elder, Alexander	Greenland Mate
Purfur, C.	Carpenter
Mocklin, Joseph	Gunner
Lilly, Joseph	Boatswain

PARRY'S THIRD VOYAGE, 1824-25

Hecla (375 tons)

Parry, William Edward	Captain, commander of expedition
Wynn, John Land	1st Lieutenant
Sherer, Joseph	2nd Lieutenant
Foster, Henry	3rd Lieutenant

Neill, Samuel	Surgeon
Rowland, William	Asst. Surgeon
Hooper, William Harvey	Purser
Brunton, John	Midshipman
Crozier, Francis Rawdon Moira	Midshipman
Richards, Charles	Midshipman
Head, Horatio Nelson	Midshipman
Harrison, James	Clerk
Fiddis, J.	Carpenter
Allison, John	Greenland Master
Champion, George	Greenland Mate
Smith, William	Boatswain
Brothers, J. E.	Gunner

Fury (377 tons)

Hoppner, Henry Parkyns	Commander
Austin, Horatio Thomas	1st Lieutenant
Ross, James Clark	2nd Lieutenant
M'Laren, Allan	Surgeon
Bell, Thomas	Asst. Surgeon
Halse, James	Purser
Westropp, Berkley	Midshipman
Waller, Charles Crump	Midshipman
Bird, Edward J.	Midshipman
Mogg, William	Clerk
Crawford, George	Greenland Master
Donaldson, Thomas	Greenland Mate
Moore, John	Gunner
Purfur, C.	Carpenter
Wentworth, W.	Boatswain

LYON'S VOYAGE, 1824

Griper (180 tons)

Lyon, George Francis	Commander of expedition
Manico, Peter S.	1st Lieutenant
Harding, Francis	2nd Lieutenant
Kendall, E. N.	Asst. Surveyor
Evans, John	Purser
Leyson, William	Asst. Surgeon
Tom, John	Midshipman

FRANKLIN'S SECOND LAND EXPEDITION, 1825-27

Franklin, John	Commander
Richardson, John	Surgeon and Naturalist

Back, George	Surveyor
Kendall, E. N.	Asst. Surveyor
Drummond, Thomas	Asst. Naturalist

BEECHEY'S VOYAGE, 1825-28

Blossom

Beechey, Frederick William	Commander
Peard, George	1st Lieutenant
Belcher, Edward	Lieut.-Super. and Asst. Surveyor
Wainwright, John	Lieutenant
Collie, Alexander	Surgeon
Neilson, Thomas	Asst. Surgeon
Lay, George Thomas	Naturalist
Elson, Thomas	Master
Marsh, George	Purser
***Gould, J. F.**	Admiralty Mate
Smyth, William H.	Admiralty Mate
Wolfe, James	Admiralty Mate
Rendall, John	Midshipman
Beechey, Richard B	Midshipman
Evans, John	Clerk
Osmer, Charles H.	Clerk
Hockley, John	Volunteer, 1st Class
†Crawley, John	Volunteer, 1st Class
Barlow, J. Clarke	Volunteer, 2nd Class
Lewis, Charles	Volunteer, 2nd Class

JOHN ROSS' SECOND VOYAGE, 1829-33

Victory (150 tons)

Ross, John	Captain, commander of expedition
Ross, James Clark	Commander
Thom, William	Purser
Macdiarmid, George	Surgeon
Blanky, Thomas	First Mate
Abernethy, Thomas	Second Mate
Taylor, George	Third Mate
Brunton, Alexander	1st Engineer
Macinnes, Allan	2nd Engineer
Thomas, Chimham	Carpenter

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* Left vessel at Rio Janeiro on account of his health.
† Died at Otaheite.

BACK'S LAND EXPEDITION, 1833-35

Back, George	Commander of expedition
King, Richard	Surgeon and Naturalist

BACK'S VOYAGE, 1836-37

Terror (340 tons)

Back, George	Captain
Smyth, William	1st Lieutenant
Stanley, Owen	2nd Lieutenant
M'Murdo, Archibald	3rd Lieutenant
Saunders, James	Master
Donovan, James	Surgeon
Mould, James A.	Asst. Surgeon
Gore, Graham	Mate
M'Clure, Robert John Le Mesurier	Mate
Fisher, Peter	Mate
Marcuard, Charles	Extra Mate
Lawes, William	Clerk
Green, George	Ice Mate
Donaldson, J.	Gunner

JAMES CLARK ROSS' VOYAGE, 1836

Cove

Ross, James Clark	Commander
Crozier, Francis Rawdon Moira	1st Lieutenant
Ommanney, Erasmus	Lieutenant
Inman, ————	Lieutenant
Smith, John	Mate
Jesse, M. C.	Mate
Hallett, J. R.	Clerk

DEASE & SIMPSON'S BOAT EXPEDITION, 1837-39

Dease, Peter Warren	Commander
Simpson, Thomas	Surveyor

FRANKLIN'S THIRD EXPEDITION, 1845-48

Erebus (370 tons)[*]

Franklin, Sir John	Captain, commander of expedition
Fitzjames, James	Commander

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[*] The *Erebus* and *Terror* were two old bomb vessels, built for strength. . . . and were fitted with minute auxiliary screws and small engines and boilers. (Markham's 'Life of M'Clintock.')

Gore, Graham	1st Lieutenant
Le Vesconte, Henry P. D.	2nd Lieutenant
Fairholme, James William	3rd Lieutenant
Des Voeux, Charles F.	Mate
Sargent, Robert O.	Mate
Couch, Edward	Mate
Collins, Henry F.	Second Master
Osmer, Charles H.	Paymaster
Stanley, Stephen S.	Surgeon
Goodsir, Henry D. S.	Asst. Surgeon and Naturalist
Weekes, John	Warrant Officer
Terry, Thomas	Warrant Officer
Gregory, John	Warrant Officer
Reid, James	Ice-Master
Bromley, John	Carpenter

Terror (340 tons)

Crozier, Francis Rawdon Moira	Captain
Little, Edward	1st Lieutenant
Hodgson, George H.	2nd Lieutenant
Irving, John	3rd Lieutenant
Hornby, Frederick J.	Mate
Thomas, Robert	Mate
Macbean, Gillies A.	Second Master
Blanky, Thomas	Ice-Master
Peddie, John S.	Surgeon
M'Donald, Alexander	Asst. Surgeon
Helpman, Edward J. H.	Clerk-in-charge
Honey, Thomas	Carpenter
Lane, John	Warrant Officer
Thompson, James	Warrant Officer

RAE'S EXPEDITION, 1846-47

Rae, Dr. John	Commander

RICHARDSON'S BOAT VOYAGE, 1848

Richardson, Dr. John	Commander
Rae, Dr. John	2nd in Command

RAE'S BOAT VOYAGE, 1849

Rae, Dr. John	Commander

SIR JAMES CLARK ROSS VOYAGE, 1848-49

Enterprise (380 tons)

Ross, Sir James Clark	Captain
M'Clure, Robert John Le Mesurier	1st Lieutenant
M'Clintock, Francis Leopold	2nd Lieutenant
Browne, William H. J.	3rd Lieutenant
Court, Stephen	2nd Master
Couldery, W. S.	Master (acting)
Shellabear, W. B.	Master's Assistant
Grunsell, ————	Master's Assistant
Robertson, W.	Surgeon
Cheyne, John P.	Midshipman
Matthias, Henry	Asst. Surgeon (d. June, 1849)
Whitehead, Edward	Clerk
Biggs, James	Purser
Abernethy, Thomas	Ice-Master
Hall, ————	Carpenter

Investigator (340 tons)

Bird, Edward J.	Captain
Ross, M. G. H. W.	1st Lieutenant
Robinson, Frederick	2nd Lieutenant
Barnard, John J.	3rd Lieutenant
Tatham, W.	Master
Anderson, Robert	Surgeon
Moore, L. J.	Mate
Cresswell, Samuel Gurney	Mate
Allard, John H.	2nd Master
Tracy, ————	Master's Assistant
Adams, Edward	Asst. Surgeon
Gilpin, John D.	Clerk-in-charge
Dean, William	Carpenter
Osborne, ————	Boatswain

SAUNDERS' VOYAGE, 1849-50*

North Star (500 tons)

Saunders, James	Master Commanding
Way, John	Senior 2nd Master
Norman, M.	2nd Master
Gawler, H. B.	2nd Master
Rae, James	Asst. Surgeon

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* With stores for Sir James Clark Ross expedition.

Rutter, James J.	Clerk-in-charge
Leask, John	Ice-Master
Aylen, John F. R.	Master's Asst.
Sabester, John	Ice-Master

KELLETT'S VOYAGE, 1848-51

Herald (500 tons)

Kellett, Henry	Captain Commanding
Maguire, Rochfort	1st Lieutenant
Trollope, H.	Lieutenant
Cooper, E.	Lieutenant
Billings, W. J.	Asst. Surgeon
Hill, J. S.	Master
Parsons, W. F.	2nd Master
Pim, Bedford Clapperton Travelyan[*]	Midshipman
Pakenham, Robert E.	Midshipman
Roche, Richard	Midshipman
Goodridge, John	Midshipman
Woodward, J.	Purser
Hutchinson, John	Mate
Seemann, Berthold	Naturalist
Hull, Thomas A.	Master's Asst.
Allen, G. H.	Master's Asst.
Jago, Edwin	Clerk (transferred to *Plover*)
Whiffen, J. G.	Clerk

Plover (213 tons), store ship, 1848-54

Moore, Thomas E. L.	Commander (superseded, July, 1852, on promotion)
Maguire, Rochfort	Commander (*suc.* Moore, July, 1852
Lee, William A. R.	Lieutenant (discharged Sept., 1849, to return to the *Asia*)
[**]**Pullen, William John Samuel**	Lieutenant
[†]**Hooper, William Hulme**	Acting Mate
Vernon, Charles E. H.	Lieutenant
Cooper, Edward James Lloyd	Lieutenant
Gordon, G. J.	Acting Mate
[*†]**Bouchier, Thomas**	Acting 2nd Master

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[*] Transferred to *Plover* for winter of 1849

[**] In command of boat, Wainwright island to Mackenzie river, 1849-50

[†] Detached for service on boat voyage to Mackenzie river

[*†] Transferred to "Plover" from "Herald," 1850.

***Martin, Henry**	2nd Master (superseded, July, 1852)
Lee, Francis	Acting 2nd Master
Hobson, William Robert	Mate
Grey, H. R. E.	Midshipman
Adams, Edward	Asst. Surgeon
Forster, Thomas B.	Asst. Surgeon (Sept., 1851, to July, 1852)
Simpson, John	Asst. Surgeon
Moore, William H.	Master's Asst.
Lindsay, John J.	Paymaster and Purser
***Abernethy, John**	Ice-Master
Hall, Thomas A.	2nd Master (in 1852)
Stevenson, W. C.	Master's Asst.
Jago, Edwin	Clerk-in-charge

PULLEN'S BOAT VOYAGE, 1849-50

Logan and *Louisa*

Pullen, W. J. L.	Lieut. Commanding
Hooper, William Hulme	Lieutenant
Martin, Henry	2nd Mate
Abernethy, John	2nd Master

SHEDDEN'S VOYAGE, 1848-49.

Nancy Dawson (yacht)

Shedden, Robert A.	Commander
Parsons, W. F.	(Transferred from *Herald*, Sept. 1849)
Dunn, ———	Chief Officer

PENNY EXPEDITION, 1850-51

Lady Franklin (200 tons)

Penny, William	Captain, commander of expedition
Marshall, John	Mate
Leiper, John	2nd Mate
Stuart, John	3rd Mate
Goodsir, Robert Anstruther	Surgeon
Petersen, Johan Carl Christian	Interpreter
Robinson, Moses	Boatswain
Hendry, Daniel	Carpenter

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* Detached for service on boat voyage to Mackenzie river

Sophia (100 tons)

Stewart, Alexander	Captain
Manson, Donald	Mate
Reid, M. James	2nd Mate
Sutherland, Peter C.	Surgeon
Samuel, Alexander	Boatswain
Shiells, Matthew	Carpenter

AUSTIN EXPEDITION, 1850-51

*Resolute** (410 tons)

Austin, Horatio Thomas	Commander of expedition
Aldrich, Robert Dawes	1st Lieutenant
Browne, William Henry J.	2nd Lieutenant
Pearse, Richard Bulkeley	Mate
May, Walter William	Mate
Cheyne, John P.	Mate
Brooman, John E.	Purser
Bradford, Abraham Rose	Surgeon
King, Richard	Asst. Surgeon
Allen, Robert Calder	Master
McDougall, George Francis	2nd Master
Langley, ————	Boatswain
Hall, ————	Carpenter
Dewes, James	Clerk

Pioneer† (430 tons)

Osborn, Sherard	Lieut. Commander
Allard, John H.	2nd Master
Picthorn, T. R.	Asst. Surgeon
Harwood, ————	Engineer
Webb, Henry P.	Asst. Engineer

*Assistance**† (430 tons)

Ommanney, Erasmus	Captain
M'Clintock, Francis Leopold	1st Lieutenant
Elliott, James E.	2nd Lieutenant
Mecham, George Frederick	3rd Lieutenant
Donnett, James J. L.	Surgeon
Ede, Charles	Asst. Surgeon
Hamilton, Richard Vesey	Mate
Bance, Henry Prescott	Mate

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* Formerly called the *Ptarmigan*

† Formerly the *Eider;* in the Baltic trade

*† Formerly called the *Baboo*

Markham, Clements	Midshipman
Harrison, E. N.	Clerk-in-charge
Richards, Charles	Clerk
Krabbé, Frederick John	2nd Master
Osborn, ————	Boatswain
Dean, William	Carpenter

*Intrepid** (430 tons)

Cator, John Bertie	Lieut. Commander
Shellabear, W. B.	2nd Master
Ward, John	Asst. Surgeon
Ryder, J. N.	1st Engineer
Purchase, Thomas	2nd Engineer

COLLINSON AND M'CLURE EXPEDITION, 1850-54

Enterprise (380 tons)

Collinson, Richard	Captain (commander of expedition)
Phayre, George A.	1st Lieutenant
Barnard, John J.	2nd Lieutenant (killed by natives, Feb., 1851)
Jago, Charles T.	3rd Lieutenant
Legg, R. T. G.	Master (died June 30, 1850)
Skead, Francis	2nd Master (Lieut., acting, Feb. 17, 1851)
Parkes, M. T.	Mate
Anderson, Robert	Surgeon
Adams, Edward	Asst. Surgeon
Whitehead, Edward	Clerk-in-charge (died June 19, 1851)
Atkinson, John	Ice-Mate
Arbuthnot, George	Ice-Mate
Wise, W. N.	Acting Mate
Turner, J. T.	Clerk-in-charge (died Nov. 28, 1854)
Woodward, James	Boatswain
Waldron, William	Carpenter

Investigator (340 tons)

M'Clure, Robert John Le Mesurier	Commander
Haswell, William H.	1st Lieutenant

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* Formerly the *Free Trade*; in the Mediterranean trade

Cresswell, Samuel Gurney	2nd Lieutenant
Armstrong, Alexander (M.D.)	Surgeon
Wynniatt, Robert J.	Mate
***Sainsbury, Herbert H.**	Mate
Piers, Henry	Asst. Surgeon
Court, Stephen	2nd Master
Paine, Joseph Cave	Clerk-in-charge
Ford, George J.	2nd Class Carpenter
Kennedy, George	Acting Boatswain
Newton, William	Ice-Mate
May, Henry	Quartermaster
Flinn, Michael	Quartermaster
Brown, George	Quartermaster
Meirtsching, John A.	Eskimo Interpreter

FORSYTH'S VOYAGE, 1850 (private expedition)

Prince Albert (89 tons)

Forsyth, Charles Codrington	Commander
Kay, William	Chief Mate
Wilson, William	2nd Mate
Anderson, Henry	Mate
Snow, William Parker	Clerk

SIR JOHN ROSS' THIRD VOYAGE (private expedition). 1850-51

Felix (120 tons)

Ross, Sir John	Commander of expedition
Phillips, Charles Gerrans, Lieut., R.N.	Commander
Abernethy, Thomas	Ice-Master
Sevewright, S. Alexander	Mate
Porteous, David	Surgeon

Mary (11½ tons), Sir John Ross' yacht, tender to *Felix*

UNITED STATES—GRINNELL EXPEDITION, 1850-51

Advance (144 tons)

De Haven, Edwin J.	Commanding expedition
Murdaugh, William H.	Acting Master and 1st Officer
Lovell, William S.	2nd Officer
Kane, Elisha Kent	Surgeon

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* Died on H.M.S. *Resolute*, Nov. 14, 1853

Rescue (91 tons)

Griffin, Samuel P.	Commander
Carter, Robert R.	1st Officer
Brooks, Henry	2nd Officer
Vreeland, Benjamin	Asst. Surgeon

KENNEDY'S VOYAGE (private expedition), 1851-53

Prince Albert (90 tons)

Kennedy, William	Commander
Bellot, Joseph Réné	Lieutenant
Anderson, Henry	Mate
Cowie, Robert	Surgeon
Leask, John	Ice-Master
Grace, Robert	Boatswain
Smith, John	Clerk-in-charge
Sutherland, Kenneth	Carpenter
Hepburn, John	(Franklin's old attendant)

INGLEFIELD'S VOYAGE, 1852

Isabel (149 tons)

Inglefield, E. A.	Captain
Oyston (or Ogston), ————	Mate
Sutherland, Peter C.	Surgeon
Abernethy, Thomas	Chief Mate
Manson, Donald	Ice-Master
Bardin, ————	Engineer

BELCHER EXPEDITION, 1852-54

Assistance (430 tons)

Belcher, Sir Edward	Captain, commander of expedition
Richards, George Henry	Commander
May, Walter William	Lieutenant
Cheyne, John P.	Lieutenant
Loney, J. F.	Master
Lyall, David	Surgeon
Richards, J. R.	Asst. Surgeon
Herbert, Francis B.	Mate
Grove, James Blair	Mate
Pym, F. W.	Acting Mate
Lewis, James	Clerk
Taylor, J.	Boatswain
Ken, ————	Carpenter

Pioneer (430 tons)

Osborn, Sherard	Lieut. Commanding
Allard, John H.	Master
Ricards, J. B.	Asst. Surgeon
Harwood, J.	Chief Engineer
Webb, Henry P.	2nd Engineer

Resolute (410 tons)

Kellett, Henry	Captain
Mecham, George Frederick	Lieutenant
Pim, Bedford Clapperton Trevelyan	Lieutenant
Hamilton, Richard Vesey	Lieutenant
M'Dougall, George Francis	Master
Domville, William T. (M.D.)	Surgeon
Roche, Richard	Mate
Nares, George Strong	Mate
Bray, Emile de	Enseigne de vaisseau
Richards, William H.	Clerk-in-charge
Johnson, W.	Boatswain (acting)
Dean, William	Carpenter

Intrepid (430 tons)

M'Clintock, Francis Leopold	Lieut. Commanding
Krabbé, Frederick J.	Master
Scott, Robert Charles	Asst. Surgeon
Purchase, Thomas R.	Engineer
Ibbets, William Joshua	Engineer

North Star (store ship)

Pullen, William John Samuel	Commander
Pullen, Thomas C.	Master
Shellabear, W. B.	2nd Mate
***Court, Stephen**	Acting Master (sup.)
†**McCormick, Robert M.**	Surgeon
Toms, Francis Yeates	Asst. Surgeon
Alston, A. H.	Mate
Jenkins, Robert	Mate (came out in the *Phœnix,* 1853)
Osborn, Noel	Mate (came out in the *Diligence* 1853)
Elliott, William	Clerk-in-charge

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* Transferred from *Investigator*

† For boat voyage; went home after first winter

RAE'S EXPEDITION, 1853-54

Rae, John	Commander

ANDERSON & STEWART EXPEDITION, 1855

Anderson, James	Commander of expedition
Stewart, James Green	Second in Command

SECOND GRINNELL EXPEDITION, 1853-55

Advance (144 tons)

Kane, Elisha Kent	Commander
Brooks, Henry	1st Officer
Hayes, Isaac Israel (M.D.)	Surgeon
Sontag, August	Astronomer
Petersen, J. Carl C.	Interpreter

INGLEFIELD'S VOYAGES, 1853 and 1854

Phoenix

Inglefield, E. A.	Commander
Renwick, Charles K.	Engineer
Charlton, John F.	Surgeon
Bellot, Joseph Réné	Lieutenant
Elliott, James	2nd Lieutenant
Hawley, Henry	Paymaster
Hills, Edward H.	Second Master
Manson, Mr.	Mate
Richards, William T.	Clerk-in-charge
*__McCormick, Robert__	Surgeon

Diligence (transport), 1853 and 1854

†**Elliott, W.**	Lieutenant
Marryat, Joshua H.	Lieutenant
M'Donnell, J. F.	Mate
Holman, John R.	Asst. Surgeon
Osborn, Noel	Midshipman

Breadalbane (transport), 1853

Fawckner, W. H. (Master, R.N.)	Lieut. Commanding

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* Returned home in the *Phœnix*. See *Assistance*, Belcher expedition, 1852

† Transferred to *Phœnix*

Talbot, 1854

***Jenkins, Robert N.**	Commander
Wright, Arthur R.	Lieutenant
Meara, Edward S.	Lieutenant
Speer, Denton	2nd Master
Rendall, James T.	Asst. Surgeon, Acting

KANE RELIEF EXPEDITION, 1855

Release (327 tons), 26 officers and men

Hartstene, H. J.	Lieutenant, commander of expedition
Laws, James	Acting Asst. Surgeon
Lovell, William S.	Acting Master
Fyffe, Joseph P.	Midshipman
Hall, Van R.	Boatswain

Arctic (250 tons)

Simms, Charles C.	Lieut. Commanding
Kane, John K.	Acting Asst. Surgeon
Smith, Watson	Acting Master
Newell, Harman	1st Asst. Engineer
Johnston, William	3rd Asst. Engineer (acting)

M'CLINTOCK'S VOYAGE, 1857-59

Fox (177 tons)

M'Clintock, Francis Leopold	Captain
Hobson, William Robert	Lieutenant
Young, Allen W.	2nd Officer (Sailing Master)
Walker, David	Surgeon and Naturalist
Brands, George	Engineer
Petersen, J. Carl C.	Interpreter

HAYES' VOYAGE, 1860-61

United States

Hayes, Isaac Israel (M.D.)	Commander
Sontag, August	Astronomer
McCormick, S. J.	Sailing Master
Dodge, Henry W.	Mate
Radcliffe, Henry G.	Asst. Astronomer

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* Came out in the *Phoenix*. See *North Star*. (Pullen), 1853-4.

Knorr, George F.	Commander's Sec'y
Starr, Colin C.	Master's Mate
Carruthers, Gibson	Boatswain and Carpenter

HALL'S FIRST VOYAGE, 1860-62

George Henry

Hall, Charles Francis	Commander
Budington, Sidney O.	Sailing Master
Rodgers, Frank	1st Officer
Gardiner, A. G.	2nd Officer
Lamb, Reuben	3rd Officer
Smith, Robert	4th Officer

HALL'S LAND EXPEDITION, 1864-69

Hall, Charles Francis	

HALL'S THIRD EXPEDITION, 1871-72

Polaris (387 tons)

Hall, Charles Francis	Commander
Budington, Sidney O.	Sailing Master
Tyson, George E.	Asst. Navigator
Chester, H. C.	Mate
Morton, William	2nd Mate
Bessels, Emil	Surgeon
Bryan, R. W. D.	Astronomer
Meyer, Frederick	Meteorologist
Schumann, Emil	Chief Engineer
Odell, A. A.	Asst. Engineer
Coffin, N. J.	Carpenter

NARES EXPEDITION, 1875-76

Alert, steam sloop, 1045 (751 tons)

Nares, George Strong	Captain, commander of expedition
Markham, Albert Hastings	Commander
Feilden, Henry W. (Capt., R.A.)	Naturalist
Aldrich, Pelham	Senior Lieutenant
Parr, Alfred Arthur Chase	2nd Lieutenant
Giffard, George Augustus	3rd Lieutenant
May, William Henry	4th Lieutenant
Colan, Thomas	Fleet Surgeon
Moss, Edward Lawton	Surgeon

Pullen, Rev. W. H.	Chaplain
Egerton, George Le Clerc	Sub-Lieutenant
Wootton, James	1st Engineer
White, George	2nd Engineer

*Discovery** (556 tons)

Stephenson, Henry Frederick	Captain
Beaumont, Lewis Anthony	Senior Lieutenant
Archer, Robert H.	2nd Lieutenant
Rawson, Wyatt	3rd Lieutenant
Fulford, Reginald B.	4th Lieutenant
Ninnis, Belgrave	Staff Surgeon
Coppinger, Richard William	Surgeon
Hodgson, Charles E.	Chaplain
Hart, Chichester	Naturalist
Conybeare, Crawford I. M.	Sub-Lieutenant
Cartmel, Daniel	1st Engineer
Miller, Matthew R.	2nd Engineer
Mitchell, Thomas	Asst. Paymaster

Note.—The *Valorous* carried coal to Disco for the expedition.

YOUNG'S VOYAGE, 1875

Pandora

Young, Allen W.	Commander of expedition
Lillingston, F. Innes	Lieutenant
Pirie, George	Lieutenant
Beynen, L. B. Koolemans	Lieutenant
Horner, A. C.	Surgeon and Naturalist
Wilde, —— de	Artist
Ball, Benjamin	1st Engineer
Porteous, Archibald	2nd Engineer

YOUNG'S VOYAGE, 1876

Pandora

Young, Allen W.	Commander of expedition
Arbuthnot, Charles R.	Lieutenant
Pirie, George	Lieutenant
Beynen, L. B. Koolemans	Lieutenant
Becker, Von Alois Retter	Lieutenant
Grant, W. G.	Photographer

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* Formerly the *Bloodhound*, steam whaler.

Horner, A. C.	Surgeon and Naturalist
Ball, Benjamin	1st Engineer
Porteous, Archibald	2nd Engineer

GREELY EXPEDITION, 1881-84

Greely, Adolphus W.	Commander
Kislingbury, Frederick W.	Lieutenant
Lockwood, James C.	Lieutenant
Pavy, Octave	Surgeon

HUDSON BAY EXPEDITION, 1884

Neptune (465 tons, net)

Gordon, Andrew Robertson	Captain
Sopp, William	Master
Barry, John	1st Mate
Hudson, William	2nd Mate
Warham, James	3rd Mate
Ruxton, William	Chief Engineer
Bridge, Richard	2nd Engineer
Fewer, Thomas	3rd Engineer

STAFF

Bell, Dr. Robert	Geologist and Medical Officer
Stupart, R. F.	Observer
Tuttle, C. R.	“
Ashe, W. A.	“
De Boucherville, C. V.	“
Laperriére, A. N.	“
Skynner, William	“
Burwell, H. M.	“
Bennett, H. T.	“

HUDSON BAY EXPEDITION, 1885

Alert, steam sloop, (751 tons

Gordon, Andrew Robertson	Commander
Barrie, John James	1st Officer
Watts, Edward	2nd Officer
Mooney, David	Chief Engineer
Esdaile, W. F.	2nd Engineer
Yeadon, W. F.	Carpenter

STAFF

Bell, Dr. Robert	Medical Officer and Geologist

McNaughton, James	Ass't. Geologist
Payne, Frank F.	Observer
Tyrrell, James W.	"
McKenzie, John	"
Woodworth, Percy	"
Shaw, Gilbert R.	"

HUDSON BAY EXPEDITION, 1886

Alert (751 tons)

***Gordon, Andrew Robertson**	Captain
Markham, Albert Hastings (Capt. R.N.)	Supernumerary

HUDSON BAY EXPEDITION, 1897

Diana, steam whaler

Wakeham, William	Commander
Whitley, W. H.	Sailing Master
Joy, James	1st Officer
Crossman, Thomas W.	Chief Engineer
Crossman, Moses	2nd Engineer
Howell, Harry	Chief Steward
McInnis, D. A.	Carpenter
McDonald, Dr.	Surgeon
Drinkwater, Graham	Secretary and Photographer
Fisher, James, K.C.	Representative of Manitoba

STAFF

Bell, Dr. Robert	Geologist
Low, Albert Peter	Geologist
Young, George A.	Ass't. Geologist

SVERDRUP'S VOYAGE, 1898-1902

Fram

Sverdrup, Otto	Commander
Baumann, Victor	2nd in Command
Raanes, Oluf	Mate
Isachsen, Gunerius Ingvald	Cartographer
Simmons, Herman Georg	Botanist
Svendsen, Johan	Surgeon
Bay, Edvard	Zoologist
Schei, Per	Geologist
Olsen, Karl	Chief Engineer
Nodtvedt, Jacob	Asst. Engineer

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* Information respecting other officers not obtainable.

AMUNDSEN EXPEDITION, 1903-06

Gjoa (47 tons)

Amundsen, Roald	Commander
Hansen, Godfred	1st Lieutenant
Lund, Anton	1st Mate
Ristvedt, Peder	Meteorologist and 1st Engineer
Hansen, Helmer	2nd Mate
Wiik, Gustav Juel	2nd Engineer

LOW'S EXPEDITION, 1903-04

Neptune (465 tons, net)

Low, Albert Peter	Commander and Geologist
Borden, L. E.	Surgeon and Botanist
Faribault, G. B.	Asst. Surgeon
Halkett, Andrew	Naturalist
King, Charles Frank	Topographer
Caldwell, G. F.	Photographer
Bartlett, S. W.	Master
Hearn, J.	1st Mate
Bartlett, Moses	2nd Mate
Guay, L.	3rd Mate
Ross, M.	Purser
Crossman, W.	1st Engineer
Crossman, J.	2nd Engineer
Bruchett, S.	3rd Engineer
Moodie, J. D. (Major, R.N.W.M.P.)	Acting Commissioner

PEARY EXPEDITION, 1905-06

Roosevelt (614 tons)

Peary, Robert Edwin	Commander
Bartlett, Robert A.	Sailing Master
Bartlett, Moses	Mate
Wolf, Lorne K. (M.D.)	Surgeon
Marvin, Ross G.	Secretary and Assistant

BERNIER EXPEDITION, 1906-07

Arctic (650 tons gross, 436 tons net)

Bernier, J. Elzéar	Commander
Hayes, George	Chief Officer
Morin, Octave Jules	2nd Officer

Green, Charles W.	3rd Officer
Pepin, Joseph R.	Medical Officer
Vanasse, Fabien	Historian
Duncan, James	Customs Officer
Lancefield, George R.	Photographer
Weeks, W. H.	Purser
Koenig, John Van	Chief Engineer
Bolduc, Emile	2nd Engineer

PEARY EXPEDITION, 1908-09

Roosevelt (614 tons)

Peary, Robert E.	Commander of expedition
Bartlett, Robert A.	Master
Gushue, Thomas	Mate
Wardwell, George A.	Chief Engineer
Scott, Banks	2nd Engineer
Goodsell, J. W. (M.D.)	Surgeon
Marvin, Ross G.	Secretary
McMillan, Donald B.	Assistant
Borup, George	Assistant

BERNIER EXPEDITION, 1908-09

Arctic (650 tons gross, 436 tons net)

Bernier, J. Elzéar	Commander
Braithwaite, George	1st Officer
Morin. Octave Jules	2nd Officer
Green, Charles W.	3rd Officer
Koenig, John Van	Chief Engineer
Bolduc, Emile	2nd Engineer
Weeks, W. H.	Purser
Bolduc, Joseph Etienne	Medical Officer
Vanasse, Fabien	Historian
McMillan, J. G.	Geologist
Hennessey, Frank	Asst. Naturalist
Jackson, W. E.	Meteorologist
Hennessey, Frank	Asst. Naturalist

BERNIER EXPEDITION, 1910*

Arctic (650 tons gross, 436 tons net)

Bernier, J. Elzéar	Commander
Morin, Octave Jules	1st Officer
Janes, Robert S.	2nd Officer
MacDonald, Edward	3rd Officer
Thibault, Joseph	Purser
Koenig, John Van	Chief Engineer
Bolduc, Emile	2nd Engineer
Bolduc, Joseph Etienne	Medical Officer
Vanasse, Fabien	Historian
Lavoie, J. T. E.	Meteorologist

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* This expedition is now (April, 1911) in the Arctic. Capt. Bernier will probably endeavour to make the Northwest passage either east or west of Banks island.

LIST OF EXPLORERS, HUDSON BAY AND WATERS OF NORTHERN CANADA

Abernethy, John; Ice-master of the *Plover*, Kellett's voyage, 1848-49; Acting 2nd Master, Ice, in Pullen's boat voyage to Mackenzie river, 1849-50.

Abernethy, Thomas; 2nd Mate of *Victory* in John Ross' 2nd voyage, 1829-33; Ice-master of the *Enterprise* in James C. Ross' voyage, 1848-49; 2nd Mate of the *Felix* in Sir John Ross' 3rd voyage, 1850-51, and Chief Mate of *Isabel* in Inglefield's voyage, 1852; d., 1860.

Adams, Bartholomew; Surgeon of Waymouth's expedition, 1602.

Adams, Edward; Assistant Surgeon of *Investigator* in Sir James Clark Ross' voyage, 1848-49, and of *Enterprise* in Collinson's voyage, 1850-55.

Adams, Edward; Assistant Surgeon of the *Plover* in Kellett's voyage, 1848-49.

Aldrich, Robert Dawes; entered Navy, 1824; Mate, 1830; Lieutenant, 1842; 1st Lieutenant of *Resolute* in Austin expedition, 1850-51; in spring, 1851, made over 550 miles with sledges, in 62 days; in 1860, retired Captain.

Aldrich, Pelham; nephew of Robert Dawes Aldrich; Lieutenant, 1866; 1st Lieutenant of the *Alert* in Nares' voyage, 1875-76; Commander, 1876; Captain, 1883; Rear-Admiral, 1898; Vice-Admiral, 1903; C.V.O., 1902.

Allard, John H.; 2nd Master of *Investigator* in Sir James Clark Ross' voyage, 1848-49, and of *Pioneer* (tender) in Austin expedition, 1850-51; Master of *Pioneer* (tender) in Belcher expedition, 1852-54; Staff Commander, 1866.

Allen, Robert Calder; Master of the *Resolute* in Austin expedition, 1850-51; searched Lowther and Garrett islands, travelling 137 miles in 18 days; retired Staff-Captain, 1870.

Allen, G. H.; Master's Assistant in the *Herald*, Kellett's voyage, 1845-51; in 1871, retired Staff-Commander.

Allison, John; Master and Greenland Pilot of *Alexander*, Ross expedition, 1818; Greenland Master of the *Hecla*, Parry's 1st voyage, 1819-20; Greenland Master of the *Fury* in Parry's 2nd voyage, 1821-23, and of the *Hecla* in Parry's 3rd voyage, 1824-25.

Alston, A. H.; Mate of *North Star* in Belcher expedition, 1852-53; went home in the *Phœnix*, 1853.

Amundsen, Roald; Commander of expedition, 1903-06, to north magnetic pole, in *Gjoa*, only vessel that ever made the North West passage.

Anderson, Henry; Mate of the *Prince Albert* (Forsyth), 1850-51, and of the *Prince Albert* (Kennedy), 1851-52.

Anderson, James; Commander of land expedition—Franklin search—Great Slave lake to mouth of Backs river, 1855.

Anderson, John Brett; Midshipman in the *Herald*, Kellett's voyage, 1845-51.

Anderson, Robert; Gunner of the *Resolution*, Cook's 3rd voyage, 1776-80.

Anderson, Robert; Surgeon of *Investigator* in Sir James Clark Ross' voyage, 1848-49, and of *Enterprise* in Collinson's voyage, 1850-54.

Anderson, William; Surgeon of the *Resolution, Cook's* 3rd voyage, 1776-78; d. Aug. 3, 1778.

Arbuthnot, Charles R.; Lieutenant of *Pandora*, Young's voyage, 1876.

Archer, Robert Hugh; Midshipman, 1857; Lieutenant, 1872; Lieutenant of *Discovery* in Nares' voyage, 1875-76; retired Captain, 1860.

Arffuedsen, Suend; Carpenter in *Enhiorningen*, Munk's voyage, 1619-20; d. Mar. 30, 1620.

Armshow, William; 'Gentleman' in Frobisher's 2nd voyage, 1577.

Armstrong, Sir Alexander; Surgeon of *Investigator* in M'Clure's voyage, 1850-54; 1866, Director-General of the Medical Department; K.C.B.; retired, 1880.

Arnold, ——; Lieutenant of the *Trost*, Hall's 1st voyage, 1605.

Ashe, W. A.; Observer in Hudson Bay expedition, 1884.

Austin, Sir Horatio Thomas; entered Navy, 1813; Lieutenant, 1822; 1st Lieutenant of *Fury* in Parry's 3rd voyage, 1824-25; Commander, 1831; Captain, 1838; Commander of Franklin search expedition to south coasts of Parry islands, northwest and east coasts of Prince of Wales island, 1850-51; Captain-Superintendent of Deptford dockyard during Crimean war; Admiral-Superintendent of Malta dockyard, 1863; K.C.B.; d., 1865.

Axx, George; Gunner in *Furnace*, Middleton's voyage, 1741-42.

Aylen, John F. R.; Master's Assistant in the *North Star*, Saunders, 1849-50; in 1875, was Staff-Commander of *Asia.*

Back, Sir George; Lieutenant, 1821; Commander, 1827; Surveyor in Franklin's 1st land journey, 1819-22, and in Franklin's 2nd land journey, 1825-27; Commander in land journey to Backs river and Arctic shores, 1833-35; Captain, 1835; Captain of the *Terror* commanding expedition to northwestern portion of Hudson bay, 1836-37; knighted, 1839; later, Admiral; b., 1796; d., 1878.

Baffin, William; was Pilot (?) in the *Heart's Ease* in voyage, 1612, to west coast of Greenland; Chief Pilot in *Tiger* in his 2nd voyage, 1613; Pilot in the *Thomasine* in his 3rd voyage, 1614; Pilot in the *Discovery* in his 4th voyage, 1615, and in his 5th voyage, 1616; d. 1622.

Bailey, William; Observer in the *Discovery,* Cook's 3rd voyage, 1776-80.

Ball, Benjamin; 1st Engineer in *Pandora,* Young's voyages in 1875 and in 1876.

Bance, Henry Prescott; b., 1831; Mate in *Assistance,* Austin's voyage, 1850-51; Lieutenant, 1852; retired Commander, 1867.

Bardin, ——; Engineer of *Isabel,* Inglefield's voyage, 1852.

Barker, Andrew; Captain of *Heart's Ease* in Hall's 4th voyage, 1612; after Hall's death, commanded the expedition, in the *Patience.*

Barlow (or **Berley**), **George**; Captain of *Albany,* James Knight expedition, 1719.

Barlow, J. C.; Volunteer in the *Blossom*, Beechey's voyage, 1825; retired Captain, 1865.

Barnard, J. J.; 3rd Lieutenant of *Investigator* in Sir James Clark Ross' voyage, 1848-49; 2nd Lieutenant of *Enterprise* in Collinson's voyage, 1850-51; killed by Indians at Darabin, Russian America, 1851.

Barrie, John James; First Officer in *Alert*, in Hudson Bay expedition, 1885.

Bartlett, Moses; 2nd Mate in Low expedition, 1903-04, and Mate in Peary expedition, 1905-06.

Bartlett, Robert A.; Sailing Master in Peary expeditions, 1905-06 and 1908-09.

Bartlett, S. W.; Master in Low expedition, 1903-04.

Baumann, Victor; Second in command, Sverdrup expedition, 1898-1902.

Bay, Edvard; Zoologist in Sverdrup expedition, 1898-1902.

Beare, James; Master of *Michael* in Frobisher's 2nd voyage, 1577, and of the *Anne Francis* in the 3rd voyage, 1578.

Beaumont, Sir Lewis Anthony; entered Navy, 1862; Lieutenant, 1867; 1st Lieutenant of *Discovery* in Nares expedition, 1875-76; Captain, 1882; Rear Admiral, 1897; Admiral, 1906; K.C.B., 1904.

Becker, Von Alois Ritter; Lieutenant of *Pandora*, Young's voyage, 1876.

Beechey, Frederick William; (1796-1856) Lieutenant of *Trent* in Buchan's voyage to Spitzbergen, 1818; 1st Lieutenant of *Hecla* in Parry's 1st voyage, 1819-20; Commander of *Blossom*, Bering strait to point Barrow, 1825-28; discovered coast between Cook's 'farthest' at Icy cape and point Barrow; Captain, 1827; in 1855, was a retired Admiral; President, Royal Geographical Society, 1856.

Beechey, Richard B.; Midshipman in *Blossom* in Beechey's voyage, 1825-28; retired Captain, 1857.

Belcher, Sir Edward; b., 1799; entered Navy, 1812; Lieutenant in *Blossom* in Beechey's voyage, 1825-28; Commander, 1829; Captain, 1841; knighted, 1843; Commander of Franklin search expedition to Wellington channel and coasts of Melville and Prince Patrick islands, 1852-54; abandoned the *Resolute, Assistance, Pioneer* and *Intrepid*, 1854; K.C.B.; in 1875, was a retired Admiral.

Bell, Dr. Robert; Geologist and Medical Officer in the Hudson Bay expeditions, 1884 and 1885; Geologist in the Hudson Bay expedition, 1897.

Bell, Thomas; Assistant Surgeon of *Fury* in Parry's 3rd voyage, 1824-25.

Bellot, Joseph Réné; Lieutenant in French navy; served in the *Prince Albert* in Kennedy's voyage, 1851-52; in the *Phœnix*, Inglefield's voyage, 1853; drowned in Wellington channel, 1853.

Bennett, H. T.; Observer in the Hudson Bay expedition, 1884.

Bernier, J. Elzéar; commanded expedition in the *Arctic* to Lancaster sound and Melville island, 1906-07; to Etah and Melville island, 1908-09, and now (1911) endeavouring to make the North West passage by way of M'Clure strait.

Bessels, Emile; Surgeon of *Polaris* in Hall's 3rd voyage, 1871.

Best, George; Lieutenant of *Ayde* in Frobisher's 2nd voyage, 1577, and Captain of *Anne Francis* in the 3rd voyage, 1578.

Beverley, Charles James; (1788-1868) Asst. Surgeon in *Isabella* in John Ross' 1st voyage, 1818, and in *Griper* in Parry's 1st voyage, 1819-20.

Beynen, L. B. Koolemans; Lieutenant of *Pandora* in Young's voyages, 1875 and 1876.

Biggs, James: Purser of the *Enterprise* in Sir James Clark Ross' voyage, 1848-49.

Billings, W. J.; Asst. Surgeon in *Herald* in Kellett's voyage, 1845-50.

Bilson, Nathaniel; Surgeon in *Henrietta Maria*, James' voyage, 1631-32.

Bird, Edward J.; (1798-1881) entered Navy, 1812; Midshipman, in *Hecla* in Parry's 2nd voyage, 1821-23, and in *Fury*, Parry's 3rd voyage, 1824-25; Commander, 1841; Captain, 1843; Commander of *Investigator* in Sir James Clark Ross' voyage, 1848-49; retired Vice-Admiral, 1869.

Bisson, Ph.; Midshipman in *Alexander* in Ross' 1st voyage, 1818.

Blackmoor, John; Master's Mate of Waymouth's expedition, 1602.

Blanky, Thomas; 1st Mate of *Victory* in John Ross' 2nd voyage, 1829-33; Ice-Master of *Terror* in Franklin's last voyage 1845-48.

Bligh, William; Master of the *Resolution* in Cook's 3rd voyage, 1776-80.

Bolduc, Emile; 2nd Engineer in Bernier expeditions, 1906-07, 1908-09 and 1910.

Bolduc, Joseph Etienne; Medical Officer in Bernier expeditions, 1908-09 and 1910.

Borden, L. E.; Surgeon and Botanist in Low expedition, 1903-04.

Borup, George; Assistant in Peary expedition, 1908-09.

Bouchier, Thomas; 2nd Master of the *Plover*, Moore's voyage, 1848-50; d., 1866.

Bowden, ——; Mate of the *California*, Smith and Moor's voyage, 1746-47.

Brackenburye (or **Brackenburie**), **Frauncis**; 'Gentleman' in Frobisher's 2nd and 3rd voyages, 1577 and 1578.

Bradford, Abraham Rose; Surgeon of *Resolute* in Austin expedition, 1850-51: led a sledge party to east coast of Melville island, absent 80 days, travelled 669 miles; later, Deputy Inspector of Hospitals.

Brands, George; Engineer of *Fox*, M'Clintock's voyage, 1857-58; died in winter quarters, Nov., 1858.

Brock, Hans; 2nd Mate (?) of *Enhiorningen* in Munk's voyage, 1619-20; d. Jan. 23, 1620.

Brooks, Henry; 2nd Officer of *Rescue* in 1st Grinnell expedition, 1850-51, and 1st Officer of *Advance* in 2nd Grinnell (Kane) expedition, 1853-55.

Brooman, John E.; Purser of *Resolute* in Austin's voyage, 1850-51; d., 1858.

Brothers, J. E.; Gunner in the *Hecla*, Parry's 3rd voyage, 1824-25.

Browne, William H. J.; 2nd Lieutenant of *Enterprise* in Sir James Clark Ross' voyage, 1848-49; 2nd Lieutenant of *Resolute* in Austin expedition, 1850-51; travelled over 375 miles in 43 days down Peel sound; retired Commander, 1864; d., 1872.

Brachett, S.; 3rd Engineeer in Low expedition, 1903-04.

Braithwaite, George; First Officer in Bernier expedition, 1908-09.

Brunet, Oliver; was on the *Hopewell* in John Knight's voyage, 1606.

Brunton, Alexander; 1st Engineer of the *Victory*, John Ross' 2nd voyage, 1829-33.

Bruton, William; Captain of *Mooneshine* in Davis' 1st voyage, 1585, and Master in the *Elizabeth* in the 3rd voyage, 1587.

Bruun, Hans; Captain of *Ornen* in Hall's 2nd voyage, 1606.

Bryan, R. W. D.; Astronomer in *Polaris* in C. F. Hall's 3rd voyage, 1871.

Buddington, S. O.; Captain of *George Henry* in C. F. Hall's 1st voyage, 1860-62, and Sailing Master in *Polaris* in his 3rd voyage, 1871.

Bullock, C.; Midshipman of *Resolute* in Austin expedition, 1850-51.

Burney, James; (1759-1821) 1st Lieutenant of the *Discovery*, Cook's 3rd voyage, 1776-80; later, Rear-Admiral; an eminent geographer.

Burwell, H. M.; Observer in Hudson Bay expedition, 1884.

Bushnan, John; Midshipman and Clerk in *Isabella* in John Ross' 1st voyage, 1818; Midshipman in *Hecla* in Parry's 1st voyage, 1819-20; Assistant Surveyor in *Fury* in Parry's 2nd voyage, 1821-23; appointed to Franklin expedition, but died, 1845, before starting.

Button, Sir Thomas; Commander of voyage to Hudson bay, 1612-13.

Bylot (or **Bileth**), **Robert**; Mate of *Discovery*, Hudson's 4th voyage, 1610, to Hudson bay; after Green's death, made Captain; Mate (?) in the *Discovery* in Button's voyage, 1612-13; Master in the *Discovery* in Baffin's 4th voyage, 1615, and in Baffin's 5th voyage, 1616.

Carew, Henry; 'Gentleman' in *Ayde* in Frobisher's 2nd voyage; Captain of *Hopewell* in Frobisher's 3rd voyage, 1578.

Carew, Robert; Mate in *Discovery*, Middleton's voyage, 1741-42.

Carter, Marke; Master's Mate of *Sunneshine* in Davis' 3rd voyage, 1586.

Carter, Robert R.; 1st Officer of *Rescue* in 1st Grinnell expedition, 1850-51.

Cartmel, Daniel; Engineer in *Discovery*, Nares expedition, 1875-76.

Cartwright, John; Preacher in Waymouth's expedition, 1602.

Carye, Allwin; Supercargo in Baffin's 4th voyage, 1615, and 5th voyage, 1616.

Caspersen, Casper; Surgeon of *Enhiorningen*, Munk's voyage, 1619-20; d. Mar. 21, 1620.

Cator, John Bertie; Lieutenant, 1842; Lieutenant commanding the *Intrepid* in Austin expedition, 1850-51; retired Captain, 1867.

Chamberlaine, Thomas; 'Gentleman' in *Gabriel* in Frobisher's 2nd voyage, 1577, and 3rd voyage, 1578.

Champion, George; Greenland Mate of the *Hecla* in Parry's 3rd voyage, 1824-25.

Charlton, John F.; Surgeon in the *Phœnix*, Inglefield's voyage, 1853.

Chaunsler, Nicholas; Purser in the *Gabriel*, Frobisher's 1st voyage, 1576.

Chester, H. C.; Mate of *Polaris* in Hall's 3rd voyage, 1871.

Cheyne, John P.; Midshipman in the *Enterprise*, Sir James C. Ross' voyage, 1848-49; Midshipman in *Resolute* in Austin expedition, 1850-51, and Lieutenant in *Assistance* in Belcher expedition, 1852-54; retired Commander, 1870.

Chimmo, William; Mate in the *Herald*, Kellett's voyage, 1845-51.

Christopher, ——; Captain of the *Churchill* in voyage, 1761-62.

Churchyard, John; Pilot in the *Ellen* in Davis' 3rd voyage, 1587.

Clerke, Charles; Captain of the *Discovery* in Cook's 3rd voyage, 1776-79; Commander of the expedition after Cook's death, Feb., 1779; died, Aug. 22, 1779.

Clements, William; Lieutenant of the *Henrietta Maria*, James' voyage, 1631-32.

Cleverly, James; Carpenter of the *Resolution* in Cook's 3rd voyage, 1776-80.

Cobreath (or **Colbert**), **William**; Captain of *Godspeed* in Waymouth's expedition, 1602.

Colan, Thomas; Staff-Surgeon, 1874; Fleet-Surgeon in the *Alert* in Nares' voyage, 1875-76.

Cole, William; Carpenter of *Henrietta Maria*, James' voyage, 1631-32; d. May 18, 1632.

Collie, Alexander; Surgeon of *Blossom* in Beechey's voyage, 1825-28.

Collins, Henry F.; 2nd Master in *Erebus* in Franklin's last voyage, 1845-48.

Collinson, Sir Richard; (1811-83); entered Navy, 1823; Commander, 1841; Captain, 1842; Rear Admiral, 1862; K.C.B., 1875; Captain and Commander, in the *Enterprise*, of an Arctic expedition to Prince of Wales strait and south coast of Victoria island, 1850-55.

Collinson, T. B.; Midshipman in the *Herald*, Kellett's voyage, 1845-51; nephew of Sir Richard Collinson.

Colomb, Philip; Midshipman in the *Phœnix*, Inglefield's voyage, 1854; Captain, 1870.

Conybeare, Crawford James Markland; Sub-Lieutenant in the *Discovery* in Nares' voyage, 1875-76; Captain, 1892; retired Rear-Admiral, 1904.

Cook, James; (1728-79) entered Navy, 1755; Master, 1759; Lieutenant, 1768; first voyage of discovery, 1768; second voyage, 1772-75; Captain of *Resolution*, 1776-79, commanding expedition to discover the North West passage; explored west coast of North America and Arctic coast to Icy cape; murdered, Feb. 14, 1779.

Cooper, Edward James Lloyd; entered Navy, 1827; Lieutenant in the *Herald* (Kellett), 1845-49, and *Plover* (Moore), 1849-51; d., 1852.

Coppinger, Richard William; Surgeon of the *Discovery* in Nares expedition, 1875-76.

Couch, Edward; Mate in *Erebus* in Franklin expedition, 1845-48.

Couldery, W. S.; Acting-Master of *Enterprise* in Sir James Clark Ross' voyage, 1848-49.

Court, Stephen; (1826-61); 2nd Master of the *Enterprise*, Sir James C. Ross' voyage, 1848-49, and Master of the *Investigator* in M'Clure's voyage, 1850-54; subsequently, Harbour Master, Shanghai.

Courtney, ——; Captain of *Emmanuel* of Exeter, in Frobisher's 3rd voyage, 1578.

Cowie, Robert; Surgeon of the *Prince Albert*, Kennedy's voyage, 1851-52.

Coxe, Richard; Master Gunner in the *Ayde* in Frobisher's 2nd voyage, 1577; Pilot of the *Thomas* in Frobisher's 3rd voyage, 1578.

Crawford, George; Greenland Mate in the *Hecla* in Parry's 1st voyage, 1819-20. and in the *Fury* in Parry's 2nd voyage, 1821-23, and Greenland Master of the *Fury* in Parry's 3rd voyage, 1824-25.

Crawley, John; Volunteer in the *Blossom*, Beechey's voyage, 1825-28.

Cresswell, Samuel Gurney; Mate in the *Investigator* in Sir James Clark Ross' voyage, 1848-49; 2nd Lieutenant in the *Investigator* in M'Clure's voyage, 1850-54; in April and May, 1851, explored 170 miles of coast of Banks island, absent 32 days; returned home in *Phœnix*, 1853.

Crispe, Nicholas; Purser of *London* in Baffin's 7th voyage, 1620-22.

Crosse, William; Boatswain of the *Sunneshine* in Davis' 1st voyage, 1585.

Crossman, J.; 2nd Engineer in Low expedition, 1903-04.

Crossman, Moses; 2nd Engineer in *Diana* in Hudson bay expedition, 1897.

Crossman, Thos. W.; Chief Engineer in *Diana* in Hudson Bay expedition. 1897.

Crossman, W.; 1st Engineer in Low expedition, 1903-04.

Crozier, Francis Rawdon Moira (1800-48); entered Navy, 1810; Midshipman in the *Fury* in Parry's 2nd voyage, 1821-23; Midshipman in the *Hecla*, 1824-25; 1st Lieutenant of the *Cove*, James C. Ross, 1836; Captain, 1841; Captain of *Terror* in Franklin's last voyage, 1845-48; succeeded to command on death of Sir John Franklin, June 11, 1847; landed on King William island, abandoning the ships, April 22, 1848.

Court, Stephen; 2nd Master of the *Investigator*, M'Clure's voyage. 1850-54.

Cunningham, John; Captain and commander of expedition in the *Trost* (*Consolation*), Hall's 1st voyage, 1605; Captain of the *Den Röde Löve* (*Red Lion*) in Hall's 2nd voyage, 1606.

Davie, Henry; Gunner in the *Sunneshine* in Davis' 1st voyage, 1585.

Davis, John; explorer, who made voyages to Baffin island, 1585, 1586 and 1587.

Davis, Robert; Master of the *Gabriel* in Frobisher's 3rd voyage, 1578.

Dealey, William Justin; Midshipman in *Hecla* in Parry's 1st voyage, 1819-20; Lieutenant, 1820.

Dean, William; Carpenter in the *Investigator*, Sir James C. Ross expedition, 1848-49, in the *Assistance*, Austin expedition, 1850-51, and in the *Resolute*, Belcher expedition, 1852-54; retired, 1873.

Dease, Peter Warren; Chief Factor, Hudson's Bay Co.; Commander of boat expeditions from Mackenzie river to point Barrow and from Coppermine to Castor and Pollux river, 1837-39.

De Boucherville, C. V.; Observer in Hudson Bay expedition, 1884.

DeBray, Emile; Enseigne de vaisseau in the French Navy; Mate in *Resolute* in Belcher expedition, 1852-54; in autumn of 1852, travelled with sledges over 175 miles in 17 days; in spring of 1853 travelled 440 miles in 45 days.

DeHaven, Edwin J.; Lieutenant commanding *Advance* in 1st Grinnell expedition to Wellington channel, 1850-51.

Des Vœux, Charles F.; Mate in *Erebus* in Franklin expedition, 1845-48; was in travelling party to King William island, in May, 1847.

Dodge, Henry W.; Mate of *United States* in Hayes expedition, 1860-61.

Domville, William T.; Surgeon of the *Resolute* in Belcher expedition, 1852-54; in spring sledge travelling in 1853, travelled 640 miles, absent 76 days; in 1875, was Deputy Inspector of Hospitals.

Donaldson, J.; Gunner in the *Terror*, Back's voyage, 1836-37; d., Feb., 1837.

Donaldson, Thomas; Greenland Mate in the *Fury* in Parry's 3rd voyage, 1824-25.

Donnett, James J. L.; Surgeon in *Assistance* in Austin expedition, 1850-51; in 1875, was Deputy Inspector of Hospitals at Malta.

Donovan, James; Surgeon of the *Terror* in Back's voyage, 1836-37; retired, 1861; in 1875, retired Staff-Surgeon.

Drage, T. S.; Clerk of the *California* in Smith and Moor's voyage, 1746-47.

Drew, John; Master in Waymouth's expedition, 1602.

Drinkwater, Graham; Secretary and Photographer in Hudson Bay expedition, 1897.

Drummond, Thomas; Asst. Naturalist in Franklin's 2nd land journey, 1825-27.

Duncan, Charles; Master R.N.; commanded *Seahorse* and *Beaver*, 1790.

Duncan, James; Customs Officer in Bernier expedition, 1906-07.

Dune, ——; Master of the *Charles*, Foxe's voyage, 1631.

Dunn, ——; Chief Officer of the *Nancy Dawson* (Shedden), 1848-49.

Dyer (or **Dier**), **Andrew**; Pilot of the *Ayde* in Frobisher's 2nd voyage, 1577; 'Master of the shipp that staies in the countrey' in Frobisher's 3rd voyage, 1578.

Ede, Charles; Asst.-Surgeon in *Assistance* in Austin expedition, 1850-51; travelled with sledge to cape Walker, 175 miles, in 20 days; retired, 1852; in 1875 was in private practice near Guildford.

Edgar, Thomas; Master of the *Discovery* in Cook's 3rd voyage, 1776-80.

Edwards, John; Surgeon of *Isabella* in Ross' 1st voyage, 1818; Surgeon of *Hecla* in Parry's 1st voyage, 1819-20; of the *Fury*, Parry's 2nd voyage, 1821-23.

Edwards, Richard; Gunner in *Henrietta Maria*, James' voyage, 1631-32; d. Nov. 22, 1631.

Egerton, Sir George Le Clerc; entered Navy, 1866; Sub-Lieutenant, 1872; Sub-Lieutenant on the *Alert* in Nares expedition, 1875-76; Captain, 1893; Rear-Admiral, 1905; Vice-Admiral, 1909.

Elder, Alexander; Greenland Mate in the *Griper*, Parry's 1st voyage, 1819-20; in the *Hecla*, Parry's 2nd voyage, 1821-23; d., April, 1823.

Elliott, James E.; 2nd Lieutenant in *Assistance* in Austin expedition, 1850-51; in the *Phœnix*, Inglefield's voyages, 1853 and 1854; d., 1865.

Elliott, W.; Lieutenant-Commander of the *Diligence* (transport), Inglefield's voyage, 1853; transferred to *Phœnix*.

Elliott, W.; Clerk-in-charge of *North Star*, Belcher expedition, 1852-54; Paymaster of the *Plumper* (Richards), in survey of Vancouver island.

Ellis, Henry; Agent for Adventurers in the *Furnace*, Middleton's voyage, 1741-42, and in *Dobbs*, in Smith and Moor's voyage, 1746-47.

Ellis, John; Master of the *Mooneshine* in Davis' 1st voyage, 1585.

Elson, Thomas; Master of *Blossom* in Beechey's voyage, 1825-28; in charge of boat expedition to point Barrow.

Esdaile, W. F.; 2nd Engineer in *Alert* in Hudson Bay expedition, 1885.

Eston, William; Master of the *Sunneshine* in Davis' 1st voyage, 1585, and of the *Mooneshine* in Davis' 2nd voyage, 1586.

Evans, John; Purser of the *Griper* in Lyon's voyage, 1824.

Evans, John; Clerk in the *Blossom* in Beechey's voyage, 1825-28.

Ewin, William; Boatswain of the *Resolute*, Cook's 3rd voyage, 1776-80.

Fairholme, James William; b., 1821; entered Navy, 1834; Lieutenant, 1843; 2nd Lieutenant in the *Erebus* in Franklin expedition, 1845-48.

Faribault, G. B.; Asst.-Surgeon in Low expedition, 1903-04.

Fawckner, William H.; entered Navy, 1844; 2nd Master in the *Breadalbane* (transport) crushed by ice off Beechey island, 1853; Master, 1856; in 1875, was Staff-Commander of *Lord Warden*, Mediterranean flag-ship.

Feilden, Henry Wemyss; Naturalist in *Alert* in Nares expedition, 1875-76; C.B., 1900; now, Colonel.

Fenton, Edward; Captain of the *Gabriel* in Frobisher's 2nd voyage, 1577, and Lieutenant-General in the *Judith* in 3rd voyage, 1578.

Fyffe, Joseph P.; Midshipman of *Release*, Kane Relief expedition, 1855.

Fiddis, J.; Carpenter of the *Hecla*, Parry's 3rd voyage, 1824-25.

Fife, George; Greenland Master of the *Griper*, Parry's 1st voyage, 1819-20, and of the *Hecla*, Parry's 2nd voyage, 1821-23; d., Aug., 1823.

Fisher, Alexander; Asst.-Surgeon in *Alexander* in John Ross' 1st voyage, 1818, and in the *Hecla* in Parry's 1st voyage, 1819-20; Surgeon in the *Hecla* in Parry's 2nd voyage, 1821-23.

Fisher, Rev. George; Chaplain and Astronomer in *Fury* in Parry's 2nd voyage, 1821-23; d., 1873.

Fisher, James; K.C.; Representative of Manitoba in Hudson Bay expedition, 1897.

Fisher, Peter; entered Navy, 1827; Mate in *Terror* in Back's voyage, 1836-37; Lieutenant, 1838; Commander, 1841; Captain, 1848; d., 1861.

Fitzjames, James; entered Navy, 1825; Lieutenant, 1838; Commander, 1842; Commander of *Erebus* in Franklin expedition, 1845-47; Captain, 1847; Second in command when ships were abandoned, April 22, 1848.

Ford, G. F.; Carpenter of the *Investigator*, M'Clure's voyage, 1850-54.

Forder, Francis; 'Corporal of the shott' in the *Ayde* in Frobisher's 2nd voyage, 1577.

Forsyth, Charles Codrington; Commander of the *Prince Albert*, private expedition, 1850, went down Prince Regent inlet searching for the Franklin expedition; later, Captain.

Foss, Philip de; Lieutenant and 1st Mate of *Ornen* in Hall's 2nd voyage, 1606.

Foster, Henry; 3rd Lieutenant of the *Hecla* in Parry's 3rd voyage, 1824-25; Commander, 1827; drowned, 1829.

Foxe, Luke; Captain and Commander of expedition to Baffin island and Hudson bay, 1631.

Franklin, Sir John (1786-1847); entered Navy, 1800; Lieutenant, commanding *Trent* in attempt to reach the Pole by way of Spitzbergen; Commander in 1st land journey, Hudson bay to point Turnagain, Arctic coast, via Coppermine river, 1819-22; Commander, 1821; Captain, 1822; Commanded 2nd land expedition, explored from mouth of Mackenzie river westward to Return reef and eastward to mouth of Coppermine river, 1825-27; knighted, 1829; Governor of Van Diemens Land, 1838-44; Captain of the *Erebus*, commanding the expedition of 1845 in search of the North West passage; Rear-Admiral, 1847; died, June 11, 1847, on board the *Erebus* while beset in the ice off King William island.

Frobisher, Martin; explorer, who made voyages to Frobisher sound, Baffin island, 1576, 1577 and 1578.

Fulford, Reginald B.; entered Navy, 1864; Lieutenant, 1874; Lieutenant in the *Discovery* in Nares' voyage, 1875-76.

Gardiner, A. J.; 2nd Officer of the *George Henry* in Hall's 1st voyage, 1860-62.

Gatonby (or **Gatonbe**), **John**; Quartermaster of the *Patience* in Hall's 4th voyage, 1612; was Master's Mate after Hall's death.

Gawler, H. B.; 2nd Master in *North Star* in Saunders' voyage, 1849-50; in 1875, a retired Navigating Lieutenant.

Gibbons, William; Captain, served as volunteer in the *Resolution* in Button's voyage, 1612-13; commanded an expedition to coast of Lobrador, 1614.

Giffard, George Augustus; entered Navy, 1862; Lieutenant, 1870; Lieutenant in *Alert*, Nares expedition, 1875-76; Captain, 1890; Rear-Admiral, 1903; C.M.G., 1902; Vice-Admiral, 1907.

Gilpin, James D.; Clerk-in-charge of *Investigator* in Sir James Clark Ross' voyage, 1848-49.

Gerido, Lucke; 'Vice-Admiral at Meta Incognita' in Frobisher's 3rd voyage, 1578.

Goodridge, John O.; Midshipman in *Herald* in Kellett's voyage, 1845-50; d., 1865.

Goodsell, Dr. J. W.; Surgeon of Peary expedition, 1908-09.

Goodsir, Henry D. S.; Asst.-Surgeon of *Erebus* in Franklin expedition, 1845-48.

Goodsir, Robert Anstruther; brother of preceding; Surgeon of *Lady Franklin* in Penny's voyage, 1850-51; explored east and north coasts of Cornwallis island in spring of 1851.

Gordon, Andrew Robertson; commanded the Hudson Bay expeditions, 1884, 1885 and 1886.

Gordon, G. F.; Mate in the *Plover*, Maguire's voyage, 1850-53.

Gordon, William; Master's Mate in *Patience* in Hall's 4th voyage, 1612; possibly same as William Gourdon; *see* below.

Gore, Graham; entered Navy, 1820; Mate in the *Terror* in Back's voyage, 1836-37; 1st Lieutenant of the *Erebus* in Franklin expedition, 1845-48; d., winter of 1847-48.

Gore, John; 1st Lieutenant of the *Resolution*, Cook's 3rd voyage, 1776-80; succeeded to command of expedition after Clerke's death, Aug. 22, 1779.

Gorrell, Edward; Mate of *Hopewell* in John Knight's voyage, 1606.

Gould, T. F.; Mate of *Blossom* in Beechey's voyage, 1825-28.

Gourdon (or Gordon), William; Chief Mate (?) of *Enhiorningen* in Munk's voyage, 1619-20; d., Ap. 8, 1620.

Grate, Robert; Boatswain of the *Prince Albert*, Kennedy's voyage, 1851-52.

Greely, Gen. Adolphus W.; commanded expedition to Lady Franklin bay, Ellesmere island, 1881-84; 25 officers and men, 19 died.

Green, Charles W.; 3rd Officer in Bernier expeditions, 1906-07 and 1908-09.

Green, George; Ice-Mate of the *Terror*, Back's voyage, 1836-37.

Gregory, John; Warrant Officer in the *Erebus*, Franklin expedition, 1845-48.

Grey, H. R. E.; Midshipman in the *Plover*, Maguire's voyage, 1853; Commander, 1870; retired Captain, 1885.

Griffin, Samuel P.; Commander in the *Rescue* in 1st Grinnell expedition, 1850-51.

Griffiths, William Nelson; entered Navy, 1811; Midshipman in *Griper* in Parry's voyage, 1819-20, and in *Hecla*, 1821-23; Lieutenant in transport *Barretto Junior*, sent to Whalefish island in 1845, with provisions for Franklin's ships.

Grove, James Blair; Mate in *Assistance* in Belcher expedition, 1852-54.

Guy, Edwyn; Purser's Mate in *London* in Baffin's 7th voyage, 1620-22.

Grunsell, ——; Master's-Assistant in *Enterprise*, Sir James C. Ross expedition, 1848-49.

Gryffyn, Owen; Master of the *Michael* in Frobisher's 1st voyage, 1576.

Guay, L.; 3rd Mate in Low expedition, 1903-04.

Gushue, Thomas; Mate in *Roosevelt* in Peary expedition, 1908-09.

Halkett, Andrew; Naturalist in Low expedition, 1903-04.

Hall, ——; Carpenter of the *Enterprise*, Sir James C. Ross expedition, 1848-49, and of the *Resolute*, Austin expedition, 1850-51.

Hall, Charles Francis; Commander of expedition to Baffin island, 1860-62, to the northwestern portion of Hudson bay and King William island, 1864-69, and to Smith sound, Kennedy and Robeson channels, 1871.

Hall, Christopher; Master of *Gabriel* in Frobisher's 1st voyage, 1576, of *Ayde* in 2nd voyage, 1577, and of the *Ayde* in the 3rd voyage, 1578.

Hall, James; Pilot of *Trost* in 1st voyage, 1605; 1st Mate and Pilot in *Trost* in 2nd voyage, 1606; Chief Pilot in *Trost* in 3rd voyage, 1607; Commander of *Patience* in 4th voyage, 1612.

Hallett, J. R.; Clerk-in-charge in the *Cove*, James Clark Ross, 1836.

Halse, James; Clerk in *Alexander* in John Ross' 1st voyage, 1818; also in the *Fury* in Parry's 1st voyage, 1819-20; Purser in the *Fury* in Parry's 2nd voyage, 1821-23, and in the *Fury*, Parry's 3rd voyage, 1824-25.

Hamilton, Sir Richard Vesey; entered Navy, 1843; Mate in the *Assistance* in Austin expedition, 1850-51; Lieutenant in the *Resolute* in Belcher expedition, 1852-54; in 1851, sledged 198 miles, out 28 days; in 1852, sledged 168 miles, absent, 16 days; in 1853, sledged 675 miles, out, 54 days; Commander, 1856; Captain, 1862; Rear-Admiral, 1877; Vice-Admiral, 1884; Admiral, 1887; retired, 1894; G.C.B.; one of the three surviving officers of the *Assistance*, 1850-51.

Hansen, Godfred; 1st Lieutenant in Amundsen expedition, 1903-06.

Hansen, Helmer; 2nd Mate in Amundsen expedition, 1903-06.

Harding, Francis; Lieutenant in the *Griper* in Lyon's voyage, 1824; Captain, 1841; in 1875, was a retired Admiral.

Harrison, E. N.; Clerk-in-charge of the *Assistance* in Austin expedition, 1850-51.

Harrison, James; Clerk in the *Hecla* in Parry's 3rd voyage, 1824-25.

Hart, Chichester; Naturalist in *Discovery* in Nares expedition, 1875-76.

Hartstene, H. J.; Lieutenant-commander of Kane Relief expedition, 1855.

Harvey (or **Harvie**), **Edwarde**; 'Gentleman' in *Ayde* in Frobisher's 2nd voyage, 1577; Captain of *Gabriel* in Frobisher's 3rd voyage, 1578.

Harvey, ——; Midshipman in Cook's 3rd voyage, 1776-80; Lieutenant in *Resolution* after Cook's death.

Harwood, J.; Engineer in *Pioneer*, Austin expedition, 1850-51, and Belcher expedition, 1852-54; in 1875, was Chief Engineer of the *Asia*.

Haswell, William H.; 1st Lieutenant of the *Investigator* in M'Clure's voyage, 1850-54; in 1851, explored west coast of Prince of Wales strait; in 1875, was a retired Vice-Admiral.

Hawkridge, William; served as volunteer in *Resolution* in Button's voyage, 1612-13; reputed to have made a voyage in 1617?, or 1625?—if it took place at all.

Hawley, Henry; Paymaster of the *Phœnix*, Inglefield's voyage, 1853.

Hayes, George; Chief Officer in Bernier expedition, 1906-07.

Hayes, Isaac Israel; Surgeon of *Advance* in 2nd Grinnell (Kane) expedition, 1853-55; Commander of expedition in the *United States* up Kennedy channel and Hall basin, 1860-61.

Head, Horatio Nelson; Midshipman in the *Hecla* in Parry's 3rd voyage, 1824-25.

Hearn, J.; 1st Mate in Low expedition, 1903-04.

Helpman, Edward J. H.; Clerk-in-charge in the *Terror* in Franklin expedition, 1845-48.

Hemsley, John; Master's Mate in *Patience* in Hall's 4th voyage, 1612.

Henderson, John; Midshipman in the *Fury* in Parry's 2nd voyage, 1821-23.

Hendrichsen, Jens; Master of *Lamprenen* in Munk's voyage, 1619-20; d., May 16, 1620.

Hennessey, Frank; Asst. Naturalist in Bernier expedition, 1908-09.

Hepburn, John; accompanied Franklin on his 1st land journey, 1819-22; went out in the *Prince Albert*, Kennedy's voyage, 1851-52, to search for his old commander.

Herbert, F. B.; Mate in the *Assistance* in Belcher expedition, 1852-54; in 1875, was a retired Commander.

Hill, J. S.; Master of the *Herald*, Kellett's voyage, 1845-52; d., 1869.

Hills, Edward H.; 2nd Master of the *Phœnix*, Inglefield's voyage, 1853; later, Staff Commander of the *Agincourt*, flagship of Channel squadron, 1871-74.

Hobson, William Robert; went out to Bering strait in the *Rattlesnake* (Trollope), 1853, and joined the *Plover*, Maguire's voyage; Lieutenant in the *Fox* in M'Clintock's voyage, 1857-59; discovered the Franklin record on King William island, 1859; Captain, 1866; later, retired.

Hockley, J.; Volunteeer in the *Blossom*, Beechey, 1825-28.

Hodgson, Charles E.; Chaplain in the *Discovery* in Nares expedition, 1875-76.

Hodgson, George H.; entered Navy, 1832; Lieutenant, 1842; 2nd Lieutenant of *Terror* in Franklin's last voyage, 1845-48.

Hodgton, J.; in the *Furnace*, Middleton's voyage, 1741-42.

Holding, ——; Lieutenant in *California* in Smith and Moor's voyage, 1766-67.

Holman, John R.; Asst.-Surgeon of *Diligence* transport, Inglefield's voyage, 1853. (Sir Clements Markham says in *Phœnix* in 1853 and 1854.) In 1875, was Staff-Surgeon.

Holmes, ——; Quartermaster in the *Ayde* in Frobisher's 3rd voyage, 1578.

Honey, Thomas; Carpenter of the *Terror* in Franklin expedition, 1845-48.

Hood, Robert; Mate; Asst.-Surveyor in Franklin's land journey, 1819-22; murdered by Michel, one of the voyageurs of the expedition.

Hooper, William Harvey; Purser of the *Alexander* in John Ross' 1st voyage, 1818; of the *Hecla* in Parry's 1st voyage, 1819-20; of the *Fury*, 1821-23; of the *Hecla*, 1824-25; later, Secretary to Greenwich Hospital; d., 1833.

Hooper, William Hulme (1826-53); Mate, and, later, Lieutenant, in the *Plover* in Moore's voyage, 1849-50; Lieutenant in Pullen's boat voyage to Mackenzie river, 1849-50.

Hoppner, Henry Parkyns; Lieutenant in the *Alexander* in John Ross' 1st voyage, 1818; in the *Griper* in Parry's 1st voyage, 1819-20; in the *Hecla*, Parry's 2nd voyage, 1821-23; Commander of *Fury* in Parry's 3rd voyage, 1824-25; d., 1833.

Hornby, Frederick; Mate in the *Terror* in Franklin expedition, 1845-48.

Horner, A. C.; Surgeon and Naturalist in *Pandora* in Young's voyages, 1875 and 1876.

Howell, Harry; Chief Steward in *Diana* in Hudson Bay expedition, 1897.

Hubert (otherwise **Hubart** and **Hubbert**), **Josias**; Mate or Pilot (?) in Button expedition, 1612-13; probably sailed with Bylot and Baffin to Hudson bay in 1615, and is known to have accompanied them in 1616.

Hudson, Henry; Commander in the *Discovery*, of expedition to Hudson bay, 1610; turned adrift in the bay by his mutinous crew and never again heard of.

Hull, Thomas A.; Master's Assistant in the *Herald*, Kellett's voyage, 1845-51; 2nd Master of the *Plover* (Maguire), 1852-54; in 1875, was Superintendant of Admiralty Charts.

Huntriss, William; Master in *Heart's Ease* in Hall's 4th voyage, 1612; was Captain after Hall's death.

Hutchinson, John; Mate in the *Herald*, Kellett's voyage, 1845-51; d., 1869.

Ibbett, William J.; 2nd Engineer of the *Intrepid*, Belcher expedition, 1852-54; in 1875, was Chief Engineer of the *Minotaur*.

Inglefield, Sir Edward A.; commanded the *Isabel* in voyage to Smith, Jones and Lancaster sounds, 1852; commanded the *Phœnix*, store-ship, in 1853 and in 1854, with stores for the Belcher expedition.

Ingram, John; Captain of the *Discovery* in Button's voyage, 1612-13.

Inman, ——; Lieutenant in the *Cove*, James Clark Ross, to relieve whalers in Davis strait, 1836.

Irving, John; entered Navy in 1828; 3rd Lieutenant of *Terror* in Franklin expedition, 1845-48.

Isachsen, Gunerius Ingvald; Cartographer in Sverdrup expedition, 1898-1902.

Jackman, Charles; Mate in *Ayde* in Frobisher's 2nd voyage, 1577, and Chief Pilot in the *Gabriel* (*Ayde?*) in the 3rd voyage, 1578.

Jackson, W. E.; Meteorologist in Bernier expedition, 1908-09.

Jago, Charles T.; 3rd Lieutenant of the *Enterprise* in Collinson's voyage, 1850-54; Captain, 1866; in 1889, was a retired Rear Admiral.

Jago, Edwin; Clerk in the *Herald* in Kellett's voyage, 1845-51; Clerk-in-charge in the *Plover* (Maguire), 1852-54; in 1875, was Paymaster of the *Crocodile.*

James, Thomas (1593-1635); Captain and Commander in expedition to Hudson and James bays, 1631-32.

Jane (or **Janes**), **John**; Supercargo or Clerk in Davis' 1st voyage, 1585, and 3rd voyage, 1587.

Janes, Roberts; Second Officer in Bernier expedition, 1910.

Jenkins, Robert; Commander of *Talbot* transport, Inglefield's voyage, 1854.

Jenkins, Robert; Mate in the *North Star*, Belcher expedition, 1853-54; retired Commander, 1870.

Jennison, Archibald; Master's Mate in *London* in Baffin's 7th voyage, 1620-22.

Jensen, Rasmus; Chaplain in *Enhiörningen*, Munk's voyage, 1619-20; d., Feb. 20, 1620.

Jermain, John; Purser in *Hecla* in Parry's 2nd voyage, 1821-23.

Jesse, ——; Mate in the *Cove*, James Clark Ross, to Davis strait to relieve whalers, 1836.

Johnson, ——; Boatswain of the *Resolute*, Belcher expedition, 1852-54.

Johnston, William; 3rd Asst.-Engineer of *Arctic*, Kane Relief expedition, 1855.

Joy, James; First Officer in *Diana*, in Hudson Bay expedition, 1897.

Juet, Robert; Mate in *Discovery* in Hudson's voyage to Hudson bay, 1610.

Kane, Elisha Kent; Surgeon in *Advance* in 1st Grinnell expedition, 1850-51, and Commander of 2nd Grinnell expedition to Smith sound, 1853-55.

Kane, John J.; brother of preceding; Asst.-Surgeon of *Arctic*, Kane Relief expedition, 1855.

Kay, William; 1st Mate of *Prince Albert* in Forsyth's voyage, 1850.

Keane, J. R.; Mate in *Assistance* in Austin expedition, 1850-51.

Kellett, Sir Henry (1806-75); entered Navy, 1822; Captain, 1842; Captain commanding the *Herald* in voyages to the Arctic coast, via Bering strait, 1848-50; in the *Resolute*, commanded the western division of the Belcher expedition, 1852-54; later, Commodore in West Indies, Admiral-Superintendent of Malta dockyard, Commander-in-chief on China station; K.C.B.; in 1875, was a retired Vice-Admiral.

Kendall, ——; Captain in *Dennis* in Frobisher's 3rd voyage, 1578.

Kendall, E. N.; Asst.-Surveyor in the *Griper* in Lyon's voyage, 1824; Lieutenant, 1825; in Franklin's 2nd land expedition, 1825-27, surveyed the Arctic coast between Mackenzie and Coppermine rivers.

Kendall, J.; Midshipman in the *Blossom*, Beechey's voyage, 1825-28.

Kennedy, George; Boatswain of the *Investigator*, M'Clure's voyage, 1850-54.

Kennedy, William; commanded *Prince Albert* in Lady Franklin expedition to Prince Regent inlet and Bellot strait, 1851-52; in 1852, sledged 1,100 miles, absent 97 days.

Kerr, ——; Carpenter of *Assistance*, Belcher expedition, 1852-54.

Kieldsen, Peter; Pilot of *Den Röde Löve* in Hall's 1st voyage, 1605.

King, Charles Frank; Topographer in Low expedition, 1903-04.

King, James; 2nd Lieutenant of the *Resolution*, Cook's voyage, 1776-79; succeeded to command of the *Discovery* on death of Capt. Clerke in August, 1779.

King, Richard; Surgeon and Naturalist in Back's land expedition, 1833-35; Asst.-Surgeon in the *Resolute* in Austin expedition, 1850-51; the only Arctic officer who advocated search for the Franklin expedition where ultimately found, viz., near the mouth of Backs river.

Kinnersley, ——;* Captain in *Michael* in Frobisher's 3rd voyage, 1578.

Kirkman, Henrie; 'Gentleman' in *Gabriel* in Frobisher's 3rd voyage, 1578.

Kislingbury, Frederick W.; Lieutenant in Greely expedition, 1881-84.

Knight, James; Commander in *Albany* of expedition to northern portion of Hudson bay, 1719; vessels sunk and survivors perished of starvation.

Knight, John; Captain of *Katten* in Hall's 1st voyage, 1605; Commander of expedition in the *Hopewell*, 1606, to Hudson bay.

Knorr, George F.; Commander's Secretary, Hayes' voyage in the *United States*, 1860-61.

Koenig, John Van; Chief Engineer in Bernier expeditions, 1906-07, 1908-09 and 1910.

Krabbé, Frederick John; 2nd Master of the *Assistance*, Austin expedition, 1850-51; Master of the *Intrepid*, Belcher expedition, 1852-54; in 1851, travelled 226 miles, absent 31 days; in 1854, sledged 863 miles, absent 71 days; Staff-Commander, 1866; d., 1868.

Kynersley, Matthew; 'Gentleman' in *Ayde* in Frobisher's 2nd voyage, 1577. (*See* Kinnersley.)

Kynersley, Robert; 'Gentleman' in *Ayde* in Frobisher's 2nd voyage, 1577.

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* Probably Matthew Kynersley or Robert Kynersley, 'gentlemen' in 2nd voyage.

Lakes, John; Master of the *Moone* in Frobisher's 3rd voyage, 1578.

Lamb, Reuben; 3rd Officer in *George Henry* in Hall's 1st voyage, 1860-62.

Lancefield, George R.; Photographer, Bernier expedition, 1906-07.

Lane, ——; Master of the *Lion*, Pickersgill's voyage, 1776.

Lane, John; Warrant Officer in the *Terror*, Franklin expedition, 1845-48.

Lane, John; Master in Waymouth's expedition, 1602.

Langley, ——; Boatswain in the *Resolute*, Austin expedition, 1850-51.

Lanyan, ——; Master's Mate in Cook's 3rd voyage, 1776-80; Lieutenant in *Resolution* after Clerke's death.

Laperriére, A. N.; Observer in Hudson Bay expedition, 1884.

Lavoie, J. T. E.; Meteorologist in Bernier expedition, 1910.

Law, John; Surgeon of the *Discovery* in Cook's 3rd voyage, 1776-80.

Lawes, William; Clerk of the *Terror* in Back's voyage, 1836-37.

Laws, James; Acting Asst.-Surgeon in *Release*, Kane Relief expeditiòn, 1855.

Lay, George T.; Naturalist of the *Blossom* in Beechey's voyage, 1825-28.

Leach, J.; Acting Ice-Master in *North Star* in Saunders' voyage, 1849-50.

Leask, John; Ice-Master of the *North Star*, Saunders' voyage, 1849-50; Ice-Master of the *Prince Albert*, Kennedy's voyage, 1851-52.

Lee, John; 'Gentleman' in the *Ayde* in Frobisher's 2nd voyage, 1577, and in the *Gabriel* in Frobisher's 3rd voyage, 1578.

Lee, Francis; Acting 2nd Master in *Plover* in Kellett's voyage, 1848-50.

Lee, W. A. R.; Lieutenant of *Plover* in Kellett's voyage, 1848-50.

Legg, R. T. G.; Master in the *Enterprise* in Collinson's voyage, 1850-54.

Leiper, John; 2nd Mate in *Lady Franklin* in Penny expedition, 1850-51.

LeVesconte, Henry T. D.; entered Navy, 1839; 2nd Lieutenant of the *Erebus* in Franklin expedition, 1845-48.

Lewis, Benjamin; Master and Greenland Pilot in the *Isabella* in John Ross' 1st voyage, 1818.

Lewis, Charles; Volunteer in the *Blossom*, Beechey's voyage, 1825-28.

Lewis, James; Clerk of the *Resolute*, Austin expedition, 1850-51; Clerk of the *Assistance*, Belcher expedition, 1852-54.

Lewis, R.; Greenland Pilot of the *Isabella*, John Ross' 1st voyage, 1818.

Leyell, Alexander; Mate of *Katten* in Hall's 1st voyage, 1605.

Leyson, William; Asst.-Surgeon in the *Griper* in Lyon's voyage, 1824.

Liddon, Matthew; entered Navy, 1824; Lieutenant, 1811; Lieutenant-commander in the *Griper* in Parry's 1st voyage, 1819-20; Commander, 1821; retired Captain, 1856; d., 1869.

Lillingston, F. James; Lieutenant in *Pandora* in Young's voyage, 1875.

Lilly, Joseph; Boatswain of the *Hecla*, Parry's 2nd voyage, 1821-23.

Linche, Abraham; 'Gentleman' in *Gabriel* in Frobisher's 3rd voyage, 1578.

Lindenow, Godske; Captain of *Den Röde Löve* in Hall's 1st voyage, 1605; Captain and commander of expedition in the *Trost* in Hall's 2nd voyage, 1606.

Lindsay, John J.; Clerk-in-charge in the *Plover*, Moore's voyage, 1848-52.

Little, Edward; 1st Lieutenant of the *Terror* in Franklin expedition, 1845-48.

Lockwood, James C.; Lieutenant in Greely expedition, 1881-84.

Loney, J. F.; Master of the *Assistance* in Belcher expedition, 1852-54; in 1875, was a retired Staff-Captain.

Lovell, William S.; 2nd Officer in *Advance* in 1st Grinnell expedition, 1850-51; Acting Master of *Release* in Kane Relief expedition, 1855.

Low, Albert Peter; Geologist in Hudson Bay expedition, 1897; commanded expedition in the *Neptune* to northwestern portion of Hudson bay and to Ellesmere island, 1903-04.

Lund, Anton; 1st Mate of *Gjoa* in Amundsen expedition, 1903-06.

Lyall, David; Surgeon of the *Assistance* in Belcher expedition, 1852-54; Staff-Surgeon, 1861.

Lyns, Abraham; 'Gentleman' in the *Ayde* in Frobisher's 2nd voyage, 1577.

Lyon, George Francis; Lieutenant, 1814; Commander of the *Hecla* in Parry's 2nd voyage, 1821-23; Captain of the *Griper*, commanding expedition to northwestern portion of Hudson bay, 1824; d., 1832.

Macbean, Gillies A.; 2nd Master in *Terror* in Franklin's last voyage, 1845-48.

M'Clintock, Sir Francis Leopold (1819-1907); entered Navy, 1831; 2nd Lieutenant of the *Enterprise* in Sir James Clark Ross' voyage, 1848-49; in 1849, sledged 500 miles, absent 40 days; 1st Lieutenant of the *Assistance* in Austin expedition, 1850-51; Commander of the *Intrepid* in Belcher expedition, 1852-54; Captain of the *Fox* in voyage to Somerset and Prince of Wales islands, Boothia pena. and King William island, 1857-59, when he discovered the fate of Franklin and the officers and crews of the *Erebus* and *Terror*; in 1851, he sledged 770 miles, absent 80 days; in 1852, 225 miles, 40 days; in 1853, 1,328 miles, away 105 days; Captain, 1854; knighted, 1859; later, Admiral Superintendent of Portsmouth dockyard.

M'Clure, Sir Robert John Le Mesurier (1807-73); entered Navy, 1816; Mate in the *Terror* in Back's voyage, 1836-37; Lieutenant, 1838, serving on the Great lakes; 1st Lieutenant of the *Enterprise* in Sir James Clark Ross' voyage, 1848-49; Commander of the *Investigator* in Collinson and M'Clure expedition, 1850-54; wintered 1850-51, in Prince of Wales strait; October, 1850, sighted Melville island and discovered the North West passage; in 1851, sought winter quarters on north coast of Banks island; abandoned vessel in spring of 1852 and marched to *Resolute* at Dealy island; returned to England, 1854; Captain, 1850; knighted, 1854; later, Vice-Admiral.

McCormick, Robert M.; Surgeon in *North Star* in Belcher expedition, 1852-53; made a boat expedition up the east side of Wellington channel; returned home in the *Phœnix* in 1853; in 1875, was a retired Deputy Inspector of Hospitals and Fleets.

McCormick, S. J.; Sailing Master of *United States*, Hayes expedition, 1860-61.

Macdiarmid, George; Surgeon of the *Victory* in John Ross' 2nd voyage, 1829-33.

McDonald, Alexander; Asst.-Surgeon of the *Terror* in Franklin expedition, 1845-48.

McDonald, Dr. ——; Surgeon in Hudson Bay expedition, 1897.

MacDonald, Edward; 3rd Officer in Bernier expedition, 1910.

McDonnell, J. F.; Mate of *Diligence* transport, Inglefield's voyage, 1853.

McDougall, George Francis; 2nd Master of the *Resolute* in Austin expedition, 1850-51; Master of the *Resolute* in Belcher expedition, 1852-54; in 1851, sledged 340 miles, absent 40 days; in 1853, 205 miles, absent 40 days; Staff-Commander, 1866; d., 1870.

Macinnes, Allan; 2nd Engineer of the *Victory* in John Ross' voyage, 1829-33.

McInnis, D. A.; Carpenter in *Diana* in Hudson Bay expedition, 1897.

Macklin, Joseph; Gunner of the *Hecla*, Parry's 2nd voyage, 1821-23.

Maguire, Rochfort; entered Navy, 1830; 1st Lieutenant in the *Herald* in Kellett's voyage, 1848-51; Commander of the *Plover*, 1852-54; d., 1867.

McKenzie, John; Observer in Hudson Bay expedition, 1885.

McLaren, Allan; Asst.-Surgeon in the *Hecla* in Parry's 2nd voyage, 1821-23; Surgeon of the *Fury*, Parry's 3rd voyage, 1824-25.

McMillan, J. G.; Geologist in Bernier expedition, 1908-09.

MacMillan, Donald B.; Assistant in Peary expedition, 1908-09.

McMurdo, Archibald; 3rd Lieutenant of the *Terror* in Back's voyage, 1836-37; retired Rear-Admiral, 1867.

McNaughton, James; Assistant Geologist in Hudson Bay expedition, 1885.

Manico, Peter S.; entered Navy, 1806; 1st Lieutenant of the *Griper* in Lyon's voyage, 1824.

Mannteufel, Karsten; Lieutenant in *Den Röde Löve* in Hall's 1st voyage, 1605.

Manson, Donald; Mate in the *Sophia* in Penny's voyage, 1850-51; Ice-Master of the *Isabel* in Inglefield's voyage, 1852, and of the *Phœnix*, Inglefield's voyages, 1853 and 1854.

Marcuard, Charles; Mate in the *Terror* in Back's voyage, 1836-37.

Markham, Sir Albert Hastings; entered Navy, 1856; Lieutenant, 1862; Commander, 1872; Commander of the *Alert* in Nares expedition, 1875-76, accompanied the Canadian Government expedition to Hudson bay, 1886; Rear Admiral, 1892; Admiral, 1903; retired, 1906; K.C.B., 1903.

Markham, Sir Clements R.; entered Navy, 1844; Midshipman in the *Assistance* in Austin's voyage, 1850-51; author of 'The Arctic Navy List, 1773-1873.'

Marryat, Joshua H.; Lieutenant of the *Diligence* transport, and in command after Lieut. Elliott's transfer to *Phœnix*, 1852.

Marsh, George; Purser of the *Blossom* in Beechey's voyage, 1825-28.

Marshall, John; Mate in *Lady Franklin* in Penny's voyage, 1850-51.

Martin, Henry; 2nd Master of the *Plover* in Moore's voyage, 1848-50; accompanied Pullen on his boat voyage to Mackenzie river, 1849-50; d., 1853.

Marvin, Ross G.; Secretary to Peary expeditions, 1905-06 and 1908-09.

Matthias, Henry (1822-49); Asst.-Surgeon in the *Enterprise* in Sir James Clark Ross' voyage, 1848-49; died in winter quarters, June, 1849.

May, Walter William; Mate in the *Resolute* in Austin expedition, 1850-51; sledged 371 miles, absent 34 days. Lieutenant of the *Assistance* in Belcher expedition, 1852-54; sledged over 600 miles, absent 62 days; retired Commander, 1854.

May, Sir William Henry; entered Navy, 1864; Lieutenant, 1871; Lieutenant in the *Alert* in Nares expedition, 1875-76; Captain, 1887; Rear Admiral, 1901; G.C.V.O., 1909; Lord of the Admiralty.

Meara, Edward S.; Lieutenant in the *Talbot*, Inglefield's voyage, 1854; in 1875, was a retired Captain.

Mecham, George Frederick (1828-58); entered Navy, 1841; 3rd Lieutenant in *Assistance* in Austin expedition, 1850-51; 1st Lieutenant in the *Resolute* in Belcher expedition, 1852-54. In 1851, travelled 236 miles, absent 28 days; in 1852, travelled 184 miles, absent 23 days; in 1853, travelled 1,163 miles, 94 days; in 1854, travelled 1,336 miles, 71 days; Commander, 1855.

Meyer, Frederick; Meteorologist in *Polaris* in Hall's 3rd voyage, 1871.

Middleton, Christopher; Captain and commander in the *Furnace* of expedition to northern portion of Hudson bay in search of the North West passage, 1741-42.

Miertching, John; a Moravian missionary; Eskimo interpreter in the *Investigator*, M'Clure's voyage, 1850-54.

Miller, Matthew R.; Engineer of *Discovery*, Nares expedition, 1875-76.

Mitchell, Thomas; Asst.-Paymaster of the *Discovery*, Nares expedition, 1875-76.

Mogg, William; Clerk in the *Hecla*, Parry's 2nd voyage, 1821-23; Clerk in the *Fury* in Parry's 3rd voyage, 1824-25.

Moodie, Major J. D.; Acting Commissioner in Low expedition, 1903-04.

Mooney, David; Chief Engineer in *Alert* in Hudson Bay expedition, 1885.

Moor, William; Captain of the *Discovery* in Middleton expedition, 1741-42, and Commander of the *Dobbs* in Smith and Moor's voyage to Wager inlet, 1746-47.

Moore, John; Gunner in the *Fury*, Parry's 3rd voyage, 1824-25.

Moore, L. J.; Mate in the *Investigator* in Sir James Clark Ross' voyage, 1848-49; in 1875, on half-pay.

Moore, T. E. L.; entered Navy, 1832; Commander of the *Plover* to Bering strait and Arctic coast, 1848-50; later, Rear Admiral; d., 1870.

Moore, W. H.; Master's Assistant in the *Plover* in Moore's voyage, 1848-49; returned to England in the *Herald*.

Morgan, Henry; Purser in *Sunneshine* in Davis' 2nd voyage, 1586.

Morin, O. Jules; 2nd Officer in Bernier expeditions, 1906-07 and 1908-09; 1st Officer in 1910 expedition.

Morton, William; 2nd Mate of the *Polaris* in Hall's 3rd voyage, 1871.

Moss, Edward Lawton; Surgeon, 1864; Surgeon of the *Alert* in Nares expedition, 1875-76.

Mould, James A.; entered Navy, 1827; Asst.-Surgeon in the *Terror* in Back's voyage, 1836-37; in 1875, was a retired Deputy Inspector of Hospitals.

Moyles (or **Morice**), **Thomas**; Captain of the *Francis* in Frobisher's 3rd voyage, 1578.

Munk, Jens (1579-1628); Commander in the *Enhiörningen* of an expedition to Hudson bay, 1619-20; wintered at mouth of Churchill river; only three survivors.

Murdaugh, William H.; Acting Master and 1st Officer of the *Advance* in 1st Grinnell expedition, 1850-51.

Napier, ——; Master of the *Furnace*, Middleton expedition, 1741-42.

Nares, Sir George Strong; Mate in the *Resolute* in Belcher expedition, 1852-54; in 1852, sledged 186 miles in 25 days; in 1853, sledged 665 miles, absent 60 days; in 1854, 586 miles, 55 days; Lieutenant, 1854; Captain, 1869; Captain and commander of expedition to Smith sound and north shore of Ellesmere island, 1875-76; retired Vice-Admiral, 1892.

Neill, Samuel; Surgeon in the *Hecla* in Parry's 3rd voyage, 1824-25.

Neilson, Thomas; Asst.-Surgeon of the *Blossom* in Beechey's voyage, 1825-28.

Nelson, Frauncis; Master in the *Resolution* in Button's voyage, 1612-13.

Newell, Harman; Asst.-Engineer of *Arctic*, Kane Relief expedition, 1855.

Newton, ——; Captain of the *Emmanuel* (also called *Armenall* and *Amonell*, also the *Busse*) in Frobisher's 3rd voyage, 1578.

Nias, Sir Joseph; entered Navy, 1807; Midshipman in the *Alexander* in John Ross' 1st voyage, 1818; in the *Hecla* in Parry's 1st voyage, 1819-20; Lieutenant, 1820; Lieutenant in the *Fury*, Parry's 2nd voyage, 1821-23; Captain, 1835; C.B., 1841; Rear Admiral, 1857; retired Admiral, 1867; K.C.B.

Ninnis, Belgrave; Surgeon, 1861; Staff-Surgeon in the *Discovery* in Nares expedition, 1875-76; Fleet-Surgeon, 1876; Inspector-General of Fleets and Hospitals, retired, 1897.

Nodtredt, Jacob; Asst. Engineer of *Fram*, Sverdrup's voyage, 1898-1902.

Nolk, Anders; Captain of the *Katten* in Hall's 2nd voyage, 1606.

Norman, M.; 2nd Master in the *North Star* in Saunders' voyage, 1849-50.

Olluffsen, Jan; Navigating Officer of *Enhiörningen* in Munk's voyage, 1619-20; d., Mar. 25, 1620.

Olsen, Karl; Chief Engineer of *Fram*, Sverdrup's voyage, 1898-1902.

Ommanney, Sir Erasmus; entered Navy, 1826; Lieutenant in the *Cove*, James Clark Ross' voyage to Davis strait, 1836; Commander, 1840; Captain, 1846; Captain of the *Assistance* in Austin's voyage, 1850-51; explored with sledges part of Prince of Wales island, travelled 480 miles, absent 60 days; Rear Admiral, 1864; retired Admiral, 1874; knighted.

Opslöe, Christoffer; Chief Gunner in *Enhiörningen*, in Munk's voyage, 1619-20; d., Ap. 5, 1620.

Osborn, Noel; Midshipman in *Diligence* transport, Inglefield's voyage, 1853; Mate in *North Star*, 1853-54; retired Captain, 1873; d., 1875.

Osborn, Sherard; father of preceding; Lieutenant, commanding *Pioneer* in Austin expedition, 1850-51; Commander, 1852; Commander of *Pioneer* in Belcher expedition, 1852-54. In 1851, travelled 534 miles, absent 58 days; in 1853, sledged 1,093 miles, absent 117 days; Captain, 1855; Rear Admiral, 1873.

Osborne, ——; Boatswain of the *Investigator*, Sir James Clark Ross' expedition, 1848-49, and of the *Assistance* in the Austin expedition, 1850-51.

Osmer, Charles H.; Clerk in the *Blossom* in Beechey's voyage, 1825-28; served afterwards on the Great lakes; Paymaster of the *Erebus* in the Franklin expedition, 1845-48.

Owen, Gryffyn; Master of the *Michael* in Frobisher's 1st voyage, 1576.

Oyston (or **Ogston**), ——; Mate in the *Isabel* in Inglefield's voyage, 1852.

Paine, Joseph C.; Clerk-in-charge in the *Investigator* in M'Clure's voyage, 1850-54; in 1875, was a retired Paymaster.

Payne, Frank F.; Observer in Hudson Bay expedition, 1885.

Pakenham, Robert E.; Midshipman in the *Herald* in Kellett's voyage, 1848-51.

Palmer, Charles; Midshipman in the *Hecla* in Parry's 1st voyage, 1819-20; Lieutenant in the *Hecla* in Parry's 2nd voyage, 1821-23.

Palmer, John; Boatswain in *Henrietta Maria*, James' voyage, 1631-32.

Parkes, M. T.; Mate in the *Enterprise* in Collinson's voyage, 1850-54; promoted to Lieutenant, 1851; in 1875, was a retired Commander.

Parr, Alfred Arthur Chase; entered Navy, 1864; Lieutenant, 1870; Lieutenant of the *Alert* in Nares expedition, 1875-76.

Parry, Sir William Edward (1790-1855); entered Navy as Volunteer, 1803; Midshipman, 1806; Lieutenant, 1810; Lieutenant-Commander in *Alexander* in John Ross' 1st voyage, 1818; commanded expedition to Melville island, 1819-20; Commander, 1820; commanded expedition to Fury and Hecla strait, 1821-23; Post-Captain, 1821; Hydrographer, 1823; commanded expedition to Prince Regent inlet, 1824-25; commanded the *Hecla*, 1827, in attempt to reach the Pole by way of Spitzbergen; reached 82°-45′, the then 'farthest north'; knighted, 1829; Captain-Superintendent of Haslar, 1846-52; Rear Admiral, 1852; Lieut.-Governor of Greenwich Hospital, 1853-55.

Parsons, W. E.; 2nd Master of the *Herald*, Kellett's voyage, 1848-50.

Pavy, Octave; Surgeon of the Greely expedition, 1881-84.

Peard, George (1793-1837); entered Navy, 1805; 1st Lieutenant of the *Blossom* in Beechey's voyage, 1825-28.

Pearse, Richard Bulkley; entered Navy, 1842; Mate in the *Resolute* in Austin's voyage, 1850-51; in 1851, sledged 208 miles, absent 24 days; in 1875, a retired Captain.

Peary, Robert Edwin; commanded expeditions to Greenland and Arctic, 1886, 1891-92, 1893-95, 1905-06 and 1908-09, reaching the North Pole, 1909.

Peckover, William; Gunner in the *Discovery*, Cook's voyage, 1776-80.

Peddie, John S.; Surgeon of the *Terror* in Franklin expedition, 1845-48.

Penny, William; whaling captain; Commander of expedition—the *Lady Franklin* and the *Sophia*—to Cornwallis island and shores of Wellington channel, 1850-51.

Pepin, Joseph R.; Surgeon in Bernier expedition, 1906-07.

Petersen, J. Carl C.; Eskimo interpreter in *Lady Franklin*, Penny expedition, 1850-51, in 2nd Grinnell expedition (Kane), 1852-54, and in the *Fox*, M'Clintock expedition, 1857-59.

Pettersen, Jan; 2nd Mate (?) in *Lamprenen* in Munk's voyage, 1619-20; d.. Mar. 31, 1620.

Phayre, George A.; 1st Lieutenant of the *Enterprise*, Collinson's voyage, 1850-54; retired Captain, 1873.

Philips, Molesworth; Lieutenant of Marines in the *Resolution*, Cook's voyage, 1776-80.

Phillips, Charles Gerrans; entered Navy, 1820; Commander of *Felix* in Sir John Ross' 3rd voyage, 1850-51; d., 1872.

Phillips, Joseph; Mate and Greenland Pilot in the *Alexander* in John Ross' 1st expedition, 1818.

Philpot, Richard; Ensign in the *Ayde* in Frobisher's 2nd voyage, 1577, and Captain of the *Beare* in 3rd voyage, 1578.

Pickersgill, Richard; Lieutenant commanding *Lion*, 1776, sent to meet Cook by way of Baffin bay but only reached Davis strait.

Picthorne, F. R.; Asst.-Surgeon in the *Pioneer* in Austin expedition, 1850-51; in 1875, was Deputy Inspector of Hospitals.

Piers, Henry; Asst.-Surgeon in the *Investigator* in M'Clure's voyage, 1850-54; in 1875, was a retired Deputy Inspector of Hospitals.

Pim, Bedford Clapperton Trevelyan; b., 1826; entered Navy, 1842; Midshipman in the *Herald* in Kellett's voyage, 1845-48; Midshipman in the *Plover*, (Moore), 1848-49; Lieutenant, 1851; Lieutenant in the *Resolute* in Belcher expedition, 1852-54; in 1852, sledged 175 miles, absent 17 days; in 1853, 427 miles, absent 41 days, and 123 miles, absent 20 days; Commander, 1858; in 1875, was a retired Captain.

Pirie, George; Lieutenant in *Pandora* in Young's voyages, 1875 and 1876.

Pope, Richard; Mate in the *Sunneshine* in Davis' 1st voyage, 1585, and Master of same vessel in Davis' 2nd voyage, 1586.

Porteous, Archibald; 2nd Engineer of the *Pandora* in Young's voyages, 1875 and 1876.

Porteous, David; Surgeon in the *Felix* in Sir John Ross' 3rd voyage, 1850-51.

Price, Arthur; Master of the *Henrietta Maria*, James' voyage, 1631-32.

Prickett, Abacuk; 'Agent for the Adventurers' in Hudson's voyage, 1610-11; in the *Resolution* in Button's voyage, 1612-13.

Pullen, Thomas C.; Master in the *North Star* in Belcher expedition, 1852-54; Master-Attendant, 1864-72; in 1875, a retired Staff-Captain.

Pullen, William John Samuel; Lieutenant, 1846; Lieutenant of the *Plover* in Moore's voyage, 1848-50; Commander of boat voyage from Wainwright island to Mackenzie river and thence to Great Slave lake, 1849-50; Commander, 1850; Commander of *North Star* in Belcher expedition, 1852-54; in 1875, was a retired Captain.

Pullen, Rev. W. H.; Chaplain in the *Alert* in Nares expedition, 1875-76.

Pullison, Ed.; Purser in Waymouth expedition, 1602.

Purchase, Thomas R.; 2nd Engineer in the *Intrepid*, Austin expedition, 1850-51; and in the *Intrepid*, Belcher expedition, 1852-54.

Purfur, C.; Carpenter in the *Hecla*, Parry's 2nd voyage, 1821-23, and in the *Fury*, Parry's 3rd voyage, 1824-25.

Pym, F. W.; Acting Mate in the *Assistance* in Belcher expedition, 1852-54.

Raanes, Oluf; Mate in Sverdrup expedition, 1898-1902.

Radcliffe, Henry G.; Asst.-Astronomer in the *United States* in Hayes expedition, 1860-61.

Rae, James; Asst.-Surgeon in the *North Star* in Saunders' voyage, 1849-50; in 1875, was retired Deputy Inspector of Hospitals.

Rae, Dr. John; Surgeon and explorer; made a boat voyage from fort Churchill to gulf of Boothia, 1846-47; accompanied Richardson in his boat voyage, 1848-49; made a boat voyage to coasts of Boothia isthmus, 1853-54, and brought back news of the abandonment of Franklin's ships and of the starvation of the crews; received the reward of £10,000.

Randal, Hugh; Captain of the *Solomon* in Frobisher's 3rd voyage, 1578.

Rankin, John; Lieutenant of the *Furnace*, Middleton expedition, 1741-42.

Rawson, Wyatt; entered Navy, 1866; Lieutenant, 1874; Lieutenant in the *Discovery* in Nares expedition, 1875-76.

Read, James; Ice-Master of the *Erebus* in Franklin expedition, 1845-48.

Reid, Andrew; Midshipman in the *Griper* in Parry's 1st voyage, 1819-20; Lieutenant of the *Fury*, Parry's 2nd voyage, 1821-23.

Reid, James; 2nd Mate in the *Sophia* in Penny expedition, 1850-51.

Rendall, James T.; Acting Asst.-Surgeon of the *Talbot*, Inglefield's voyage, 1854.

Rendall, John; Midshipman in the *Blossom* in Beechey's voyage, 1825-28.

Renwick, Charles K.; Chief Engineer of the *Phœnix*, Inglefield's voyage, 1853.

Reynolds, Peter; Carpenter of the *Discovery*, Cook's voyage, 1776-80.

Ricards, J. B.; Asst.-Surgeon in the *Pioneer* (tender) in Belcher expedition, 1852-54.

Richards, Charles; brother of Wm. H. Richards; Clerk in the *Assistance*, Austin expedition, 1850-51.

Richards, Charles; Midshipman in the *Hecla* in Parry's 2nd voyage, 1821-23; and in the *Hecla*, Parry's 3rd voyage, 1824-25.

Richards, Sir George Henry; entered Navy, 1832; Lieutenant, 1842; Commander, 1845; Commander of the *Assistance* in Belcher expedition, 1852-54; sledged 808 miles, absent 94 days; Captain, 1854; later, made surveys of British Columbia coast; Hydrographer, 1864-74; Rear-Admiral, 1870; K.C.B., 1877; Vice-Admiral, 1881; Admiral, 1884; d., 1900.

Richards, Wm. H.; Clerk-in-charge in the *Resolute*, Belcher expedition, 1852-54; in 1875, was Paymaster in the *Bellerophon*.

Richards, William T.; Clerk-in-charge of the *Phœnix*, Inglefield's voyages, 1853 and 1854; in 1874, was Paymaster of the *Audacious*.

Richardson, Carsten; Captain of the *Gilliflower* in Hall's 2nd voyage, 1606; Captain and commander of expedition in the *Trost* in Hall's 3rd voyage, 1607.

Richardson, Sir John (1787-1866); entered Navy as Asst.-Surgeon, 1807; Surgeon, 1809; Surgeon and Naturalist in Franklin's land journeys, 1819-22 and 1825-27; Inspector of Haslar Hospital, 1840; knighted, 1846; Commander of a boat voyage—Franklin search—on the Arctic coast between Mackenzie and Coppermine rivers, 1848-49.

Rickman, John; 2nd Lieutenant of the *Discovery*, Cook's voyage, 1776-80.

Ristvedt, Peder; Meteorologist and 1st Engineer in Amundsen expedition, 1903-06.

Robertson, W.; Surgeon in the *Enterprise* in Sir James Clark Ross' voyage, 1848-49.

Robertson, William; Lieutenant of the *Isabella* in John Ross' 1st voyage, 1818.

Robinson, Frederick; 2nd Lieutenant of the *Investigator* in Sir James Clark Ross' voyage, 1848-49.

Roche, Richard; Midshipman in the *Herald*, Kellett's voyage, 1845-51; Mate in the *Resolute* in Belcher expedition, 1852-54; in 1853, sledged 798 miles, absent 78 days; in 1875, was Commander of H.M.S. *Hibernia.*

Rodgers, Francis; 1st Officer in the *George Henry* in Hall's 1st voyage, 1860-62.

Ross, Sir James Clark (1800-1861); entered Navy in 1812; Midshipman in the *Isabella* in John Ross' 1st voyage, 1818; in the *Hecla* in Parry's 1st voyage, 1819-20; and in the *Fury*, 1821-23; 2nd Lieutenant in the *Fury* in Parry's 3rd voyage, 1824-25; Commander of the *Victory* in John Ross' 2nd voyage, 1829-33; discovered the North magnetic pole, 1831; Captain, 1834; went to Davis strait in the *Cove*, 1836; commanded expedition to the Antarctic in the *Erebus* and *Terror*, 1839-43, reaching 78°–10′ S.—the 'farthest south' for over sixty years; in the *Enterprise* commanded an expedition to the north and west shores of Somerset island, Barrow strait and Prince Regent inlet, 1848-49; sledged over 500 miles, absent 40 days; knighted, 1844.

Ross, Sir John (1777-1856); entered Navy, 1786; Commander, 1812; Commanded expedition to Baffin bay, 1818; commanded expedition to the west coast of Prince Regent inlet, Boothia and north coast of King William island, 1829-33; knighted, 1834; Rear Admiral, 1851; commanded expedition in the *Feliz* in search of Franklin, 1850-51; uncle of preceding.

Ross, M.; Purser in Low expedition, 1903-04.

Ross, M. G. H. W.; 1st Lieutenant of the *Investigator* in Sir James Clark Ross' voyage, 1848-49.

Rowland, William; Asst.-Surgeon in the *Hecla* in Parry's 3rd voyage, 1824-25.

Rutter, Jasper; Clerk-in-charge of the *North Star* in Saunders' voyage, 1849-50.

Ryder, J. N.; 1st Engineer of the *Intrepid*, Austin expedition, 1850-51; d., 1864.

Sabestor, G.; Acting Ice-Master in the *North Star* in Saunders' voyage, 1849-50.

Sabine, Sir Edward (1788-1883); Astronomer in the *Isabella* in John Ross' 1st voyage, 1818, and in the *Hecla* in Parry's 1st voyage, 1819-20; Captain, R.A., 1831; Lieut.-Colonel, 1841; Colonel, 1851; Major-General, 1859;

President of British Association, 1853; President of the Royal Society, 1861-71; K.C.B., 1869.

Sainsbury, Herbert H.; Mate in the *Investigator* in M'Clure's voyage, 1850-54; died on board the *Resolute*, Nov., 1853.

Samuel, ——; Surgeon of *Discovery* after death of Anderson, Cook's voyage, 1776-80

Sargent, Robert O.; Mate of the *Erebus* in Franklin expedition, 1845-48.

Saunders, James; Acting Master of the *Terror* in Back's voyage, 1836-37; Master, commanding the *North Star*, freighted with provisions for the Franklin search expeditions, 1849-50.

Scallon, James; Gunner in the *Hecla*, Parry's 1st voyage, 1819-20, and in the *Fury* in his 2nd voyage, 1821-23.

Schei, Per; Geologist in Sverdrup expedition, 1898-1902.

Scott, Banks; 2nd Engineer in *Roosevelt* in Peary expedition, 1908-09.

Scott, Robert Charles; Asst.-Surgeon in the *Intrepid* (tender) in Belcher expedition, 1852-54; sledged 225 miles, in 1852, absent 38 days; in 1875, was Staff-Surgeon of the *Clyde*.

Scroggs, John; Commander, in the *Whalebone*, of an expedition to northern portion of Hudson bay, 1722.

Seemann, Berthold; Naturalist of the *Herald* in Kellett's voyage, 1845-51; d., 1871.

Sellman, Edward; Notary in the *Ayde* in Frobisher's 3rd voyage, 1578.

Sevewright, S. Alexander; Mate in the *Felix* in Sir John Ross' 3rd voyage, 1850-51.

Shaw, Gilbert R.; Observer in Hudson Bay expedition, 1885.

Sheddon, Robert A.; Commander and owner of yacht *Nancy Dawson* in voyage to point Barrow, 1849, in search of the Franklin expedition; d., Oct., 1849.

Shellabeer, W. B.; Master's Assistant in the *Enterprise*, Sir James Clark Ross' voyage, 1848-49; 2nd Master in the *Intrepid* in Austin expedition, 1850-51, and in the *North Star* in Belcher expedition, 1852-54.

Sherer, Joseph; b., 1798; entered Navy, 1811; Midshipman in the *Hecla* in Parry's 2nd voyage, 1821-23; Lieutenant in the *Hecla*, Parry's 3rd voyage, 1824-25; Commander, 1829; K.G.O., 1829; Captain, 1841; in 1875, was a retired Vice-Admiral.

Shilling, Andrew; Master in the *Anne Royal* in Baffin's 6th voyage, 1617-19, and General in the *London* in Baffin's 7th voyage.

Simmons, Herman Georg; Botanist in Sverdrup expedition, 1898-1902.

Simpson, John; Asst.-Surgeon of the *Plover* (Moore), 1848-51, and (Maguire), 1852-54; was in the boat expedition to point Barrow; d., 1858.

Simpson, Thomas (1808-40); Second in command in Dease and Simpson expedition, 1837-39; made all the surveys of the coasts explored, viz., Return reef to Icy cape and point Turnagain to Castor and Pollux river.

Simms, Charles C.; Lieutenant, commanding *Arctic* in Kane Relief expedition, 1855.

Skead, Francis; 2nd Master in the *Enterprise* in Collinson's voyage, 1850-54; in 1875, was a retired Navigating Lieutenant and Harbour Master, Port Elizabeth, Cape Colony.

Skene, A. M.; Midshipman in the *Isabella* in John Ross' 1st voyage, 1818, and in the *Griper* in Parry's 1st voyage, 1819-22.

Skeoch, James; Asst.-Surgeon in the *Fury* in Parry's 2nd voyage, 1821-23.

Skynner, William; Observer in Hudson Bay expedition, 1884.

Smith, Francis; Captain of the *California* in voyage to Wager inlet, 1746-47, in search of North West passage.

Smith, John; Carpenter of the *Terror*, Back's voyage, 1836-37.

Smith, John; Mate in the *Cove*, James Clark Ross' voyage, 1836.

Smith, John; Clerk-in-charge of the *Prince Albert*, Kennedy's voyage, 1851-52.

Smith, Robert; 4th Officer in the *George Henry* in Hall's 1st voyage, 1860-62.

Smith, Watson; Master of the *Arctic*, Kane Relief expedition, 1855.

Smith, William; Boatswain of the *Hecla*, Parry's 3rd voyage, 1824-25.

Smyth, William; Master of the *Gabriel* in Frobisher's 2nd voyage, 1577.

Smyth, William H.; entered Navy, 1813; Mate in the *Blossom* in Beechey's voyage, 1825-28; 1st Lieutenant of the *Terror* in Back's voyage, 1836-37; in 1875, was a retired Vice-Admiral.

Snow, W. Parker; Clerk and Acting Surgeon in the *Prince Albert* in Forsyth's voyage, 1850.

Sontag, August; Astronomer in *Advance* in 2nd Grinnell expedition, 1853-55, and in Hayes expedition, 1860-61.

Sotle, Dennys; 'Gentleman' in *Gabriel* in Frobisher's 3rd voyage, 1578.

Speer, Denton; 2nd Master of the *Talbot* in Inglefield's voyage, 1854.

Staff, Philip; Carpenter in Hudson's voyage, 1610-11.

Stafford, Edmond; 'Gentleman' in *Ayde* in Frobisher's 2nd voyage, 1577, and in the *Gabriel* in the 3rd voyage, 1578.

Stanley, Owen (1811-50); entered Navy, 1824; 2nd Lieutenant of the *Terror* in Back's voyage, 1836-37; Captain, 1844.

Stanley, Stephen S.; Surgeon of the *Erebus* in Franklin expedition, 1845-48.

Stephenson, Sir Henry Frederick; Captain, 1875; commanded the gunboat *Heron* on Great lakes, 1866-67; Captain, commanding the *Discovery* in Nares expedition, 1875-76; Rear Admiral, 1890; Admiral, 1901; retired, 1904; G.C.V.O., 1902.

Stephenson, W. C.; Master's Assistant in the *Plover* (Moore), 1848-50; was in the boat expedition to point Barrow; re-joined in 1853; in the *Rattlesnake* (Trollope), 1854.

Stewart, James Green; Second in command, land expedition—Franklin search—Great Slave lake to mouth of Backs river, 1855.

Stewart, Alexander; Commander of the *Sophia* in Penny expedition, 1850-51.

Stuart, John; 3rd Mate in the *Lady Franklin* in Penny expedition, 1850-51.

Stupart, R. F.; Observer in Hudson Bay expedition, 1884.

Stygge, Mauritz; Lieutenant of the *Enhiörningen* in Munk's voyage, 1619-20; d., Ap. 10, 1620.

Sutherland, Kenneth; Carpenter of the *Prince Albert,* Kennedy's voyage, 1851-52.

Sutherland, Peter C.; Surgeon of the *Sophia* in Penny expedition, 1850-51, and in the *Isabel* in Inglefield's voyage, 1852; later, Surveyor-General of Natal.

Svendsen, Johan; Surgeon in Sverdrup expedition, 1898-1902.

Sverdrup, Otto; Commander of voyage in *Fram,* 1898-1902, to south and west coasts of Ellesmere island, to Ringnes islands, &c.

Swansea, Jacob; Boatswain in the *Hecla,* Parry's 1st voyage, 1819-20.

Symonds, Bartholomew; Surgeon in the *London* in Baffin's 7th voyage, 1620-22.

Tanfield, William; 'Gentleman' in the *Gabriel* in Frobisher's 2nd voyage, 1577; Captain of the *Thomas* in Frobisher's 3rd voyage, 1578.

Tatham, W.; Master of the *Investigator* in Sir James Clark Ross' voyage, 1848-49.

Taylor, George; 3rd Mate of the *Victory* in John Ross' 2nd voyage, 1829-33.

Taylor, J.; Boatswain of the *Assistance,* Belcher expedition, 1852-54.

Terry, Thomas; Warrant Officer of the *Erebus,* Franklin expedition, 1845-48.

Thibault, Joseph; Purser in Bernier expedition, 1910.

Thom, William; Purser of the *Isabella* in John Ross' 1st voyage, 1818, and of the *Victory* in John Ross' 2nd voyage, 1829-33.

Thomas, Chimham; Carpenter of the *Victory,* John Ross' 2nd voyage, 1829-33; d., 1833.

Thomas, Robert; Mate in the *Terror* in Franklin expedition, 1845-48.

Thompson, Edward; Surgeon in *Furnace,* Middleton's voyage, 1741-42.

Thompson, James; Warrant Officer in the *Terror,* Franklin expedition, 1845-48.

Tom, John; Midshipman in the *Griper* in Lyon's voyage, 1824; Lieutenant, 1826.

Toms, Francis Yeates; Asst.-Surgeon in the *North Star* in Belcher expedition, 1852-54; Surgeon, 1857; in 1875, was Staff-Surgeon of *Invincible.*

Tracy, J.; Master's Assistant in the *Investigator,* Sir James Clark Ross expedition, 1848-49.

Trollope, H.; Lieutenant of the *Herald* in Kellett's voyage, 1848-51; Commander of the *Rattlesnake,* 1853; wintered in Bering strait, 1853-54; in 1875, was a retired Captain.

Tuttle, C. R.; Observer in Hudson Bay expedition, 1884.

Tyrrell, J. W.; Observer in Hudson Bay expedition, 1885.

Tyson, George E.; Asst.-Navigator in the *Polaris* in Hall's 3rd voyage, 1871.

Upcot (or **Upcote**) ——; Captain of the *Moone* in Frobisher's 3rd voyage, 1578.

Vanasse, Fabien; Historian in Bernier expeditions, 1906-07, 1908-09 and 1910.

Vaughan, David; Captain of the *Discovery,* Knight expedition, 1719.

Vernon, Charles E. H. (1827-73); Lieutenant in the *Plover* (Maguire), 1852.

Volske, David; Surgeon in *Lamprenen* in Munk's voyage, 1619-20; d., Dec. 12, 1619.

Vreeland, Benjamin; Asst.-Surgeon in *Rescue* in 1st Grinnell expedition, 1850-51.

Wainwright, John; Lieutenant of the *Blossom* in Beechey's voyage, 1825-28.

Wallis, William; Carpenter in the *Hecla*, Parry's 1st voyage, 1819-20.

Wakeham, Cyrus; Clerk of the *Griper* in Parry's 1st voyage, 1819-20.

Wakeham, William; commanded Hudson Bay expedition, 1897, in the *Diana*.

Walker, David; Surgeon of the *Fox* in McClintock's voyage, 1857-59.

Waller, Charles Crump; Midshipman in the *Fury* in Parry's 3rd voyage, 1824-25.

Ward, John; Asst.-Surgeon of the *Assistance* in Austin expedition, 1850-51.

Warden, John; Master's Chief Mate of the *Henrietta Maria*, James' voyage, 1631-32.

Wardwell, Geo. A.; Chief Engineer of *Roosevelt* in Peary expedition, 1908-09.

Watson, John; Chief Mate in *Lamprenen* in Munk's voyage, 1619-20; d., May 6, 1620.

Watts, Edward; 2nd Officer in *Alert* in Hudson Bay expedition, 1885.

Way, John; 2nd Master in *North Star* in Saunders' voyage, 1849-50.

Waymouth, George; Commander of expedition to Hudson strait, 1602.

Webb, Henry P.; 2nd Engineer of the *Pioneer* in Austin expedition, 1850-51, and in Belcher expedition, 1852-54.

Webber, ——; Artist of the *Resolution*, Cook's voyage, 1776-80.

Weekes, John; Warrant Officer in the *Erebus*, Franklin expedition, 1845-48.

Weeks, W. H.; Purser in Bernier expeditions, 1906-07 and 1908-09.

Weller, C. C.; Midshipman in the *Fury*, Parry's 3rd voyage, 1824-25.

Wentworth, W.; Boatswain of the *Fury*, Parry's 3rd voyage, 1824-25.

Westal, ——; 2nd Mate of *California* in Smith and Moor's voyage, 1746-47.

Westropp, Berkley; Midshipman in the *Fury* in Parry's 3rd voyage, 1824-25; Lieutenant, 1825.

Whiffen, Thomas; Clerk in the *Herald* in Kellett's voyage, 1848-50.

White, George; Engineer of *Alert*, Nares expedition, 1875-76.

Whitehead, Edward; Clerk in the *Enterprise* in Sir James Clark Ross' voyage, 1848-49, also in *Enterprise* in Collinson's voyage, 1850-51; died, June, 1851.

Whitley, W. H.; Sailing Master in the *Diana* in Hudson Bay expedition, 1897.

Whittered, John; Master's 2nd Mate of the *Henrietta Maria*, James' voyage, 1631-32.

Wiik, Gustav Juel; 2nd Engineer in Amundsen expedition, 1903-06.

Wilcox, Thomas; Mate and Greenland Pilot in the *Isabella*, John Ross' expedition, 1818.

Wilde, ——de; Artist in the *Pandora*, Young's voyage, 1875.

Wilkinson, ——; Supercargo (?) in Hall's 4th voyage, 1612.

Williamson, John; 3rd Lieutenant of the *Resolution*, Cook's voyage, 1776-80.

Wilson, Edward; Surgeon in Hudson's voyage, 1610-11, and in Button's voyage, 1612-13.

Wilson, Robert; Master of the *Furnace*, Middleton expedition, 1741-42.

Wilson, William; 2nd Mate in *Prince Albert* in Forsyth's voyage, 1850.

Wolf, Lorne K.; Surgeon in Peary expedition, 1905-06.

Wolfall, ——; Chaplain in the *Gabriel* (*Ayde*?) in Frobisher's 3rd voyage, 1578.

Wolfe, James; Mate in the *Blossom* in Beechey's voyage, 1825-28.

Woodward, J.; Purser in the *Herald*, Kellett's voyage, 1845-51; d., 1851.

Woodworth, Percy; Observer in Hudson Bay expedition, 1885.

Wootton, James; Engineer of *Alert*, Nares expedition, 1875-76.

Wright, Arthur R.; Lieutenant in the *Talbot*, Inglefield's voyage, 1854; Commander, 1864.

Wright, T. D.; Midshipman in the *Plover* (Maguire), 1852-53; invalided, 1853.

Wygate (or **Wigate**), **John**; Clerk of the *Furnace*, Middleton expedition, 1741-42.

Wynn, John Land; 1st Lieutenant of the *Hecla* in Parry's 3rd voyage, 1824-25.

Wynniatt, Robert J.; Mate in the *Investigator* in M'Clure's voyage, 1850-54; when sledging in 1851, he reached Glenelg bay, on the north shore of Victoria island; went home in *Phœnix*, 1853.

Yerworth, Thomas; Purser in Waymouth's expedition, 1602.

Yorke, Gilbert; Captain of the *Michel* in Frobisher's 2nd voyage, 1577, and in *Thomas Allen* in 3rd voyage, 1578.

Young, Sir Allen W.; entered merchant service in 1846; 2nd Officer of the *Fox* in M'Clintock's voyage, 1857-59; Lieutenant in Naval Reserve, 1862; Commander of two voyages in *Pandora*, 1875 and 1876; one of the two surviving officers of the M'Clintock expedition; C.B., 1881; C.V.O., 1903.

Young, Geo. A.; Asst. Geologist in Hudson Bay expedition, 1897.

Young, Walter; Lieutenant, commanding the *Lion*, sent to Baffin bay to meet Cook, 1777; d., 1781.

Yourin (or **Urin**) ——; Master's Mate in the *Charles*, Foxe's voyage, 1631.

SHIPS REFERRED TO IN THE LIST OF 'ARCTIC' OFFICERS.

Vessels in *italics*, only made summer cruises; those in Small Capitals, wintered in the Arctic or Hudson bay; those with * were abandoned or wrecked.

*ADVANCE; 1850-51 (De Haven) hermaphrodite brig, 144 tons, 4 officers and 13 men; United States—Grinnell expedition in search of Sir John Franklin; reached Murdaugh island, Wellington channel; drifted in the ice from September, 1850, to June, 1851, when she was freed in lat. 65° 30′. See *Rescue.*

1853-55 (Kane) 17 officers and men and 2 Eskimos; a United States volunteer expedition in search of Sir John Franklin; passed through Smith sound; discovered Kane basin and Kennedy channel to lat. 80° 30′; wintered at Rensselaer bay, Greenland, 1853-4-5; abandoned the vessel, May, 1855, and, in August, reached Upernavik, Greenland; lost two men from scurvy. See *Release.*

**Albany*; 1719 (Knight) frigate; the flagship of an expedition in the *Albany* and *Discovery* to discover the North West passage; neither vessel ever returned, and, in 1767, they were found sunk in the harbour of Marble island; last survivors died in 1721.

ALERT; 1875-76 (Nares) steam sloop, 751 tons and 100 H.P., 13 officers and 48 men; vessel in which Nares endeavoured to reach the pole; wintered near cape Sheridan in lat. 82° 24′; surveyed the eastern and northern coasts of Ellesmere island and northwest coast of Greenland; Markham and Parr reached lat. 83° 20′, the then 'farthest north'; lost one man from scurvy. See *Discovery.*

1885 (Gordon) Canadian Government expedition to Hudson bay.

1886 (Gordon) Canadian Government expedition to Hudson bay; total complement, 43.

Alexander; 1818 (Parry) 252 tons, 9 officers and 28 men; John Ross' first expedition; a summer cruise in Baffin bay. See *Isabella.*

Anne Francis; 1578 (Best) the Rear Admiral of the fleet, Frobisher's 3rd voyage. See *Ayde.*

Arctic; 1855 (Simms) steam brig, 250 tons, 22 officers and men; the assisting vessel of the United States expedition to rescue the Kane expedition. See *Release.*

ARCTIC; 1906-07 (Bernier) steam, 650 tons gross, 436 net, 275 I.H.P., 9 officers and 32 men, formerly the *Gauss*, built by the German South Polar expedition; sent by the Canadian Government to take formal possession of Canadian Arctic islands; wintered in Albert harbour, Pond inlet; explored Admiralty inlet; in summer of 1906 reached Melville island, took possession of Melville, Byam Martin, Devon and other islands.

*ASSISTANCE; 1850-51 (Ommanney) 430 tons, 60 officers and men; second ship of the Austin expedition, Franklin search; wintered off Griffith island; no deaths.

1852-54 (Belcher); flagship of the Belcher expedition, Franklin search; first winter in Northumberland sound; second, Wellington channel; two deaths; abandoned, 1854. Complement of *Assistance* and *Intrepid*, 91.

Ayde; 1577 (Frobisher) 200 (or 180) tons, 100 men; flagship of Frobisher's 2nd expedition to Frobisher bay; other vessels, the *Gabriel* and the *Michael*; one man died and one officer swept overboard.

1578 (Frobisher); the flagship of a fleet of 15 vessels, the *Thomas Allen, Judith, Michael, Anne Francis, Hopewell, Beare, Thomas, Emmanuel* of Exeter, *Francis, Moone, Emmanuel* of Bridgewater, *Solomon, Dennis* and *Gabriel*; made a voyage to Frobisher sound; total number of men seems to have been about 600, of whom 40 died.

Beare; 1578 (Philpot) one of the vessels in Frobisher's 3rd voyage. See *Ayde.*

BEAVER; 1791-92 (Duncan) 84 tons; wintered at Churchill; in 1792, entered Chesterfield inlet; it was 'the least efficient of all the expeditions (that of Gibbons perhaps excepted).'

Blossom; 1825-28 (Beechey) two summer cruises in Bering strait.

**Breadalbane*; 1853 (Fawckner) transport, run over by the ice, off Beechey island.

CALIFORNIA; 1746-47 (Smith) with the *Dobbs* (*q.v.*) made a voyage to Wager inlet in search of the North West passage.

Cat; see *Katten.*

Charles; 1631 (Foxe) pinnace, 70 (or 80) tons, 20 men and 2 boys, no losses; Foxe explored the coasts of Hudson bay and Fox channel.

CHURCHILL; 1761-62 (Christopher) sloop examined Chesterfield inlet for 'about a hundred miles' in 1761, and, in 1762, ascended it to Baker lake.

Consolation; see *Trost.*

Cove; 1836 (James Clark Ross) hired at Hull, to relieve whalers in Davis strait.

**Dennis* (or *Dennys*); 1578 (Kendall) barque, 100 tons; one of the vessels in Frobisher's 3rd voyage; off Baffin island, 'received such a blowe with a rocke of ise that she sunke downe therewith.' See *Ayde.*

Den Röde Löve [*Red Lion*] 1605 (Lindenow) 70 tons; Danish expedition to west coast of Greenland (Hall's 1st voyage); went home soon after sighting land. See *Trost.*

1606 (Cunningham) in the second Danish expedition to the west coast of Greenland (Hall's 2nd voyage). See *Trost.*

Diana; 1897 (Wakeham) steam whaler, 473 tons gross, 275 tons net, 70 H.P., total complement, 43; Canadian Government expedition to Hudson bay.

Diligence; 1853 and 1854 (Elliott and Marryat) transport; accompanied Inglefield in the *Phœnix*, sent out with stores, and to communicate with the Belcher expedition. See *Phœnix*.

Discovery; 1602 (Waymouth) 'fiy-boate' 70 tons (Foxe says, 55 tons); the flagship in Waymouth's voyage to discover the North West passage, probably discovered Hudson strait and sailed some distance up it.

1612-13 (Ingram) the 'Vice-Admiral' in Button's voyage; after the *Resolution* was abandoned, the voyage of discovery was continued in the *Discovery*. See *Resolution*.

1614 (Gibbons) Gibbons made a voyage to discover the North West passage, but was caught among the ice on the Labrador coast and driven into a bay, called in derision by his crew, 'Gibbons his hole.'

1615 (Bylot) 14 men and 2 boys, with Baffin as pilot, explored the north shore of Hudson strait and southern portion of Fox channel.

1616 (Bylot) Bylot and Baffin made a 'well conducted, remarkably successful voyage,' the 'whole of Baffin bay being discovered.'

**Discovery*; 1719 (Vaughan) sloop; in Knight's ill-fated voyage to the northern portion of Hudson bay. See *Albany*.

Discovery; 1741-42 (Moor) pink; accompanied the *Furnace* (*q.v.*) in a voyage to the northern portion of Hudson bay in search of the North West passage.

Discovery; 1776-80 (Clerke and Gore) 300 tons, 80 officers and men; second ship in Cook's 3rd expedition; summer cruises in Bering strait and Arctic to Icy cape.

Discovery; 1875-76 (Stephenson), formerly the steam whaler *Bloodhound*; 556 tons and 96 H.P., 13 officers and 46 men; the second vessel in the Nares expedition; wintered in Discovery harbour, Lady Franklin sound; made extensive surveys of the coasts of Ellesmere island and Greenland; lost two men from scurvy. See *Alert*.

Dobbs; 1746-47 (Moor) galley, 180 tons; with the *California*, made a voyage to Wager inlet in search of the North West passage.

Eagle; see *Ornen*.

Elizabeth; 1587 (Davis) barque, one of the three vessels composing the fleet in Davis' 3rd voyage; the other two vessels were sent to fish, Davis proceeding on his voyage of discovery; reached 72° 12′ N.; explored both shores of Baffin bay; the two vessels sent to fish, sailed for England, 16 days after they left Davis.

Ellen; 1587, pinnace, probably not more than 20 tons; one of the vessels in Davis' 3rd voyage; Admiral A. H. Markham thinks Davis proceeded on 'his adventurous cruise in the *Ellen*,' but Jones' account indicates that he was in the *Elizabeth* (*q.v.*).

Emmanuel of Bridgewater (also called the *Busse* of Bridgewater); 1578 (Newton), one of the vessels in Frobisher's 3rd voyage. See *Ayde*.

Emmanuel of Exeter (also called *Armenall* and *Armonell*); 1578 (Courtney), one of the vessels in Frobisher's 3rd voyage. See *Ayde*.

*ENHIÖRNINGEN (Unicorn); 1619-20 (Munk), frigate, 48 (or 49) officers and men; with the *Lamprenen* in Munk's voyage to discover the North West passage; wintered in port Churchill, Hudson bay; in the spring, Munk and two men—the sole survivors—returned to Denmark in the *Lamprenen.*

ENTERPRISE; 1848-49 (James Clark Ross) 530 tons, 63 officers and men; Franklin search; wintered at Port Leopold; lost one officer (Mr. Mathias, the Asst.-Surgeon) and three men.

1850-54 (Collinson); Franklin search, by Bering strait; first winter in Prince of Wales sound, Victoria island, in 71° 35′ N., 1851-52; second at Cambridge bay, 1852-53; third at Camden bay, 1853-54; she returned May 6, 1855; lost three men, one in each year.

*EREBUS; 1839-43 (James Clark Ross) 370 tons, 64 officers and men; in the Antarctic expedition; originally built for a bomb-vessel; strengthened for Ross' voyage.

1845-48 (Franklin) to discover the North West passage; complement of *Erebus* and *Terror*, 129 officers and men, nominal complement, 70 officers and men; first winter at Beechey island, 1845-46; lost two men; second and third winters in the pack, north of King William island, in 70° 5′ N., 1846-7-8; lost nine officers and twelve men (including the *Terror's* losses), from 1846 to April, 1848; ship abandoned April 25, 1848, when 105 souls landed on King William island.

FELIX; 1850-51 (John Ross) Franklin search; schooner, 120 tons; wintered in Assistance bay, Cornwallis island; no deaths.

FOX; 1857-59 (M'Clintock) screw yacht of 177 tons; 26 officers and men, including 2 Greenland Eskimo; Franklin search; first winter in the Baffin Bay pack; lost one man in consequence of a fall and one sent home from Greenland; second winter in Brentford bay; lost one officer and one man.

FRAM; 1898-1902 (Sverdrup) expedition to explore northern Greenland, but prevented by ice; wintered 1898-99 at cape Sabine; explored Hayes sound and crossed Ellesmere island; wintered 1899-1901 in Havnefiord, south coast of Ellesmere island, and 1901-02 in Goose fiord, south-western portion of Ellesmere island; the south and west coasts of Ellesmere island between Inglefield's 'farthest' in 1852, and Aldrich's in 1876, were surveyed, and three large islands, Heiberg, Amund Ringnes and Elluf Ringnes, were discovered; 15 officers and men; 2 died.

Francis; 1578 (Moyles) one of the vessels in Frobisher's 3rd voyage. See *Ayde.*

FURNACE; 1741-42 (Middleton) bomb-ketch; with the *Discovery* in a voyage to the northern portion of Hudson bay in search of the North West passage; discovered Repulse bay and Frozen strait.

*FURY; 1821-23 (Parry) 377 tons, 60 officers and men; first winter at Winter island; lost one man from a fall from aloft; second winter at Igloolik; lost two petty officers.

1824-25 (Hoppner) 60 officers and men; wintered at Port Bowen; no deaths; August, 1825, ship driven on shore by the ice and wrecked.

Gabriel; 1576 (Frobisher) barque, 25 tons (or 35 tons according to Barrow) flagship of Frobisher's first expedition to Frobisher bay; other vessels, the *Michael* and a 10 ton pinnace, name unknown; total complement in the three vessels, 34; five men killed by the natives and four lost in the pinnace.

1577 (Fenton) 18 men; Frobisher's 2nd voyage. See *Ayde.*

1578 (Harvey or, Harvie) one of the vessels in Frobisher's 3rd voyage. See *Ayde.*

GEORGE HENRY; 1860-62 (Hall) barque, 30 officers and men; a United States expedition; proposed to reach King William island *via* the mythical Frobisher 'strait'; Hall explored Frobisher bay, living with the Eskimo, and brought back relics of the Frobisher expedition of 1578.

Gilliflower; 1606 (Richardson) 40 tons; a Scotch vessel in the 2nd Danish expedition to the west coast of Greenland (Hall's 2nd voyage); also called *Gillibrand, Gillbert* or *Angelibrand.* See *Trost.*

GJOA; 1903-06 (Amundsen) sailing vessel, 47 tons; petroleum motor, 39 I.H.P.; 7 officers and men; the only vessel that has made the North West passage; Amundsen expedition to re-determine the north magnetic pole; wintered in Gjoa haven, south coast King William island, 1903-05; surveyed the east coast of Victoria island from Collinson's 'farthest' to lat. 72°; wintered at King point, 1905-06.

Godspeed; 1602 (Colbreath or Colbert) fly-boat, 60 tons; with Waymouth in his voyage to Hudson strait. See *Discovery.*

Greenland; 1607; barque; a small vessel that accompanied the *Trost* (*q.v.*) in a Danish expedition to the east coast of Greenland (Hall's 3rd voyage); did not get beyond Iceland. See *Trost.*

GRIPER; 1819-20 (Liddon) gun brig, 180 tons, 36 officers and men; wintered at Melville island; no deaths.

1824 (Lyon) summer cruise towards Repulse bay, by Roes Welcome; no deaths.

Heart's Ease; 1612 (Barker and, later, Huntriss) 60 tons; with the *Patience* (*q.v.*) in Hall's 4th voyage to the west coast of Greenland.

HECLA; 1819-20 (Parry), 375 tons, 58 officers and men; wintered at Melville island; one man died.

1821-23 (Lyon), 62 officers and men; second vessel of Parry expedition; first winter at Winter island; lost two men in June, 1822; second winter at Igloolik; no deaths.

1824-25 (Parry) winter at Port Bowen; no deaths.

HENRIETTA MARIA; 1631-32 (James) 70 tons, 22 officers and men, of whom four died; vessel in which James made a voyage of discovery to the southern coast of Hudson bay and coasts of James bay; wintered at Charlton island; his discoveries were of but little value.

Herald; 1845-51 (Kellett) 500 tons, 110 officers and men; three summer cruises up Bering strait; one death.

Hopewell; 1578 (Carew) one of the vessels in Frobisher's 3rd voyage. See *Ayde.*

Hopewell; 1606 (Knight) barque, 40 tons; vessel in which Knight attempted the discovery of the North West passage; he landed on the Labrador coast in lat. 48° 25′ (near modern Nain); Knight, his mate, his brother and three others walked over a hill and were never seen nor heard of again; the survivors returned to England.

*INTREPID; 1850-51 (Cator) Franklin search; tender to the *Assistance*, Austin expedition; screw steamer, 430 tons, 60 H.P., 24 officers and men; wintered off Griffith island; no deaths.

1852-54 (M'Clintock) Franklin search; 28 officers and men; western division of Belcher expedition; first winter at Dealey island, Melville island, lost two men; second winter in the pack, lost two men; abandoned, 1854.

*INVESTIGATOR; 1848-49 (Bird) Franklin search; 538 tons, 60 officers and men; wintered at Port Leopold; lost two men.

1850-53 (M'Clure) Franklin search; first winter at Princess Royal islands; no deaths. Second and third at bay of Mercy; no deaths until April, 1853, when three men died; Mr. Sainsbury (mate) died on board the *Resolute*, in November, 1853, and one man on board the *North Star*, 1854; ship abandoned, 1853.

Isabel; 1852 (Inglefield) screw schooner, 16 H.P., 149 tons, 17 officers and men; a summer cruise in Baffin bay and Jones sound; no deaths.

Isabella; 1818 (John Ross) 385 tons, 10 officers, 44 men and 3 supernumeraries; with the *Alexander* in a voyage of discovery to Baffin bay; reached lat. 76° 54′; explored both shores of the bay but, deceived by atmospheric effects, reported ranges of mountains where Smith, Jones and Lancaster sounds existed.

Judith; (1578 (Fenton) Lieutenant-General in Frobisher's 3rd voyage. See *Ayde.*

Katten (Cat); 1605 (Knight) pinnace, about 24 tons; one of the vessels in the Danish expedition to the west coast of Greenland (Hall's 1st voyage). See *Trost.*

1606 (Nolk) one of the vessels in the 2nd Danish expedition to the west coast of Greenland (Hall's 2nd voyage). See *Trost.*

LADY FRANKLIN; 1850-51 (Penny) Franklin search; a brig; flagship of the Penny expedition; wintered in Assistance bay, Cornwallis island; no deaths.

LAMPRENEN (Lamprey); 1619-20 (Hendrichsen) sloop, 16 officers and men; second vessel of Munk (Danish) expedition; with the *Enhiörningen* (*q.v.*) to Hudson bay, in search of the North West passage; Munk and two men—the sole survivors—returned in this, the smaller, vessel.

Lion; 1776 (Pickersgill) armed brig, sent to Davis strait to meet Cook if he succeeded in making the North West passage from the Pacific.

1777 (Young) sent to Baffin bay to survey the west coast and search for the North West passage; like his predecessor, Pickersgill, he made no attempt to carry out his instructions.

Michael; 1576 (Gryffyn) bark, 20 tons (30 according to Barrow); Frobisher's 1st voyage; the *Michael* deserted and 'retourned home with greate report that he was cast awaye.' See *Gabriel.*

1577 (Yorke) 16 men; Frobisher's 2nd voyage. See *Ayde.*

1578 (Kinnersley) one of the vessels in Frobisher's 3rd voyage. See *Ayde.*

Mermaiyde; 1586 (Davis) ship, 120 tons; the flagship in Davis' 2nd voyage till he reached Sukkertoppen, Greenland, when he sent the *Mermaïyde* home and transferred to the *Sunneshine.*

Moone; 1578 (Upcot) one of the vessels in Frobisher's 3rd voyage. See *Ayde.*

Mooneshine; 1585 (Bruton) barque, 35 tons; accompanied the *Sunneshine* in Davis' 1st voyage; total complement, 19.

1586 (Eston) one of the vessels in Davis' 2nd voyage. See *Sunneshine.*

Nancy Dawson; 1849 (Shedden) yacht; accompanied the *Herald* and *Plover* in their Arctic cruise.

NEPTUNE; 1884 (Gordon) steam whaler, 465 tons net, 550 I.H.P.; Canadian Government expedition to Hudson bay.

1903-04 (Low) 36 officers and men and 6 R.N.W.M. Police; sent to patrol Hudson bay and eastern Arctic; wintered in Fullerton harbour, Hudson bay; in 1904, reached cape Sabine, Ellesmere island, and formally took possession.

NORTH STAR; 1849-50 (Saunders) frigate, 500 tons; Franklin search; sent out with stores for Franklin Search expeditions; caught in the ice and wintered at Wolstenholme sound, Greenland; lost four men.

1852-54 (Pullen) store ship; Franklin search; wintered at Beechey island; no deaths.

**North Starre*; 1586, pinnace, 10 tons; one of Davis' vessels in his 2nd voyage; was lost in a storm, September 3, 1586. See *Sunneshine.*

Ornen (Eagle); 1606 (Brun) 100 tons; one of the vessels in the 2nd Danish expedition to the west coast of Greenland (Hall's 2nd voyage), commonly called *Urin* or *Vrin.* See *Trost.*

Pandora; 1875 (Young) steam yacht; private expedition by Allen Young to communicate with the Nares expedition and to attempt the North West passage; was stopped by ice when nearly through Bellot strait.

1876 (Young) private expedition to communicate with the Nares expedition and to carry their mails to them.

Patience; 1612 (Hall and, later, Barker) 140 tons; the flagship of Hall, who induced 'four great [English] merchant princes to be venturers with him in a voyage of discovery to Greenland': another vessel, the *Heart's*

Ease; Hall was murdered by the Eskimo and the expedition returned in charge of Barker; Baffin was Chief Pilot in the *Patience*, and examined the west coast from Godthaab to Cunningham fiord.

Phœnix; 1853 (Inglefield) steam transport; summer trip to Beechey island; no deaths.

1854 (Inglefield) summer trip to Beechey island; brought home part of the Belcher expedition.

*PIONEER; 1850-51 (Osborn) screw steamer, 430 tons, 60 H.P., 24 officers and men; Austin expedition, Franklin search; wintered off Griffith island; no deaths.

1852-54 (Osborn) Belcher expedition, Franklin search; wintered in Northumberland sound; no deaths; second winter in Wellington channel; no deaths; ship abandoned, 1854.

†PLOVER; 1848-50 (Moore) store ship, 213 tons, 41 men; Franklin search; wintered at Kotzebue sound, 1849-50, and at port Clarence, 1850-51 and 1851-52; fresh commission, 1852-54 (Maguire); wintered at point Barrow, 1852-53 and 1853-54; in 1854, was condemned and sold at San Francisco.

*POLARIS; 1871-72 (Hall) 'wooden river gunboat of 387 tons, called the *Periwinkle*,' rechristened the *Polaris*; 34 officers and men; a United States expedition for the discovery of the North Pole; Hall carried his vessel to 82° 16′; wintered in Thank God harbour, lat. 81° 38′; Hall died in November; the homeward voyage was commenced in August, 1872; in October the ship was severely nipped; 19 hands got on an ice floe and drifted southward from October 15, 1872, to April 30, 1873, when they were rescued by the sealing steamer *Tigress*; the *Polaris* with the remainder—14 men—was driven to the east shore in lat. 78° 23′, where she was abandoned; the survivors built two boats, sailed southward and were rescued by the whaler *Ravenscraig*, June, 1873.

PRINCE ALBERT; 1850 (Forsyth) schooner, 89 tons, built, 1848, for the fruit trade, 'crew of twenty'; Franklin search; summer cruise to Prince Regent inlet; no deaths.

1851-52 (Kennedy) 18 officers and men; Franklin search; wintered in Batty bay; no deaths.

Red Lion; see *Den Röde Löve*.

Release; 1855 (Hartstene) barque, 327 tons, 26 officers and men; sent to Baffin bay to rescue the Kane expedition; reached a point about 30 miles south of Kane's winter harbour and, on the homeward voyage, found the members of the expedition at Lievely, Greenland. See Batty bay; no deaths.

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† A vessel from the Pacific squadron communicated with the *Plover* each year, after the departure of the *Herald*. In 1851, H.M.S. *Dædalus* (Captain Wellesley), was sent to Port Clarence on this duty. The *Amphitrite* (Captain Frederick), took up Captain Maguire in 1852, and went as far as Icy cape again in 1853. H.M.S. *Rattlesnake* (Captain Trollope) also brought up supplies in 1853; and the *Trincomalee* (Captain Houston) in 1854. (Markham.)

*RESCUE; 1850-51 (Griffin) schooner, 91 tons, 4 officers and 12 men; supporting vessel of the United States-Grinnell expedition in search of Sir John Franklin. See *Advance.*

*RESOLUTE; 1850-51 (Austin) 410 tons, 60 officers and men; flagship of Austin expedition, Franklin search; wintered off Griffith island; one death.

1852-54 (Kellett) flagship of western division of Belcher expedition; Franklin search; first winter at Dealey island, Melville island; one death; second winter in the pack, in 74° 41′ N.; one death. In 1852-53-54, the aggregate distance traversed on foot by 13 officers of the *Resolute* and *Intrepid* was 13,337 geographical miles; new coast line discovered, 1,618 miles; force employed, 88 officers and men and 10 dogs. Abandoned, May 13, 1854; on September 10, 1855, she was picked up—having drifted out of Baffin bay, upwards of 1,100 miles—in 67° N. lat., by the American whaler *George Henry* (Captain Buddington); in 1875, was laid up in the Medway. Complement of *Resolute* and *Pioneer*, 91.

*RESOLUTION; 1612-13 (Button) the flagship in Button's voyage; he crossed Hudson bay, discovered the west shore; wintered at port Nelson, where he abandoned the *Resolution*; in 1613 explored, in the *Discovery*, the western shore to Roes Welcome strait.

Resolution; 1776-80 (Cook and Clerke) 462 tons, 112 officers and men; discovery ship up Bering strait to the Arctic ocean; reached Icy cape, long. 162° W.

ROOSEVELT; 1905-06 (Peary) 614 tons; expedition to discover the pole; wintered near cape Sheridan; in February, Peary went north with sledges; reached 87° 6′; the then, 'farthest north.'

1908-09 (Peary) 22 officers and men; wintered near cape Sheridan; in spring, Peary left the ship; reached the Pole.

Sea-horse; 1790 (Duncan) went to Churchill to take command of the *Churchill* (*q.v.*), intending to explore the northern portion of Hudson bay, but could not get a crew.

Solomon (also called *Salamander*); 1578 (Randal) one of the vessels in Frobisher's 3rd voyage. See *Ayde.*

SOPHIA; 1850-51 (Stewart) brig; second vessel of Penny expedition; Franklin search; wintered in Assistance bay, Cornwallis island; no deaths. See *Lady Franklin.*

Sunneshine; 1585 (Davis) barke, 50 tons; total complement, 23; flagship in Davis' 1st voyage; he discovered Baffin bay, exploring the west coast of Greenland to about 64¼° N., and the east coast of Baffin island to 66° 40′ N.

1586 (Pope) complement, 16; one of the vessels in Davis' 3rd voyage; after he sent the *Mermaiyde* home, Davis was in the *Sunneshine*; sailed along the coast of Baffin island from Exeter sound southward, and along the coast of Labrador.

1587, one of the vessels in Davis' 3rd voyage. See *Elizabeth.*

Talbot; 1854 (Jenkins) transport; summer trip to Beechey island; brought home part of the Belcher expedition; no deaths.

*TERROR; 1836-37 (Back) originally built for bomb-vessel, 340 tons, 60 officers and men; wintered in the pack; three deaths.

1839-43 (Crozier) Antarctic expedition; second ship of James Clark Ross expedition; 64 officers and men.

1845-48 (Crozier) second ship of Franklin expedition; lost one man in 1845-46; abandoned April 25, 1848; nominal complement, 68 officers and men, four men were sent home on the *Boretto Junior* and the two vessels, *Erebus* and *Terror*, were four men short of their total complement when they left England; first winter at Beechey island, 1845-46; lost one man. See *Erebus.*

Thomas; 1578 (Tanfield) one of the vessels in Frobisher's 3rd voyage. See *Ayde.*

Thomas Allen; 1578 (Yorke) Vice-Admiral in Frobisher's 3rd voyage. See *Ayde.*

Trost (Consolation); 1605 (Cunningham) 60 tons; the flagship of a Danish expedition to the west coast of Greenland; other ships, the *Den Röde Löve* (Red Lion) and *Katten* (Cat); soon after sighting Greenland, the *Den Röde Löve* parted company and went home; the other vessels reached the neighbourhood of modern Holsteinborg; James Hall was Chief Pilot in the *Trost.*

1606 (Lindenow) the flagship of the second Danish expedition to the west coast of Greenland; other vessels, the *Den Röde Löve, Ornen, Gilliflower* and *Katten*; reached Cunningham fiord; returned to Denmark in October; Hall was Chief Pilot of this expedition also.

1607 (Richardson) sent with the *Greenland* barque in a third Danish expedition to Greenland, but the crews mutinied and the vessels never got beyond Iceland; this was James Hall's 3rd voyage as Chief Pilot.

Unicorn; see *Enhiörningen.*

UNITED STATES; 1860-61 (Hayes) schooner, 133 tons, 14 officers and men; a United States expedition to explore the area north of the coast discovered by the Kane expedition and to prove, or disprove, the 'open Polar sea' of Morton and Hayes; wintered at port Foulke (Etah); in spring of 1861, explored the east coast of Ellesmere island to about 81° 30′ N.; returned to the United States in October.

Urin; see *Ornen.*

*VICTORY; 1829-33 (John Ross) paddle-wheel steamer, 85 tons, 23 officers and men; three winters on the coast of Boothia; first winter, one death; second and third winters, no deaths; abandoned, 1832; wintered at Fury beach, 1832-33; one death, the carpenter, in February, 1833.

Whalebone; 1721-22 (Scroggs) sloop; despatched to northern portion of Hudson bay to search for the Knight expedition (see *Albany*); reached Whale point, in Roes Welcome, and returned without any news of the missing ships.

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PLACE-NAMES IN NORTHERN CANADA

Abandon; bay, Cornwallis island, Frank.;[*] named by Penny, 1851, as he had to abandon his boat at this point and travel by the coast to his ships, a distance of 100 miles.

Aberdeen; cape, Cornwall I., Frank.; after Geo. Hamilton-Gordon, 4th Earl of Aberdeen (1784-1860); Chancellor of the Duchy of Lancaster, 1828; Foreign Secretary, 1828-30 and 1841-46; Premier, 1852-55. (Belcher, 1853.)[†]

Aberdeen; lake, Dubawnt river, Mack. and Kee.; after John Campbell (Hamilton-Gordon), 7th Earl of Aberdeen, Governor General of Canada, 1893-98. (Tyrrell.)

Abernethy; cape, King William I., Frank.; after John Abernethy, 2nd Mate of the *Victory*, John Ross' 2nd voyage, 1829-33; Abernethy was Ice-Master of the *Enterprise* (J. C. Ross, 1848-49), of the *Felix* (John Ross, 1850-51), and of the *Isabel*, Inglefield's voyage, 1852 (James Ross, 1830).

Abbott; lake, source of Hanbury river, Mack.; named by Hanbury, 1899, after Dr. W. L. Abbott, a friend and former travelling companion.

Abruzzi; point, King William I., Frank.; after Prince Luigi d'Abruzzi. (Amundsen, 1904.)

Acheron; head, Bathurst I., Frank.; named by Capt. Richards, 1853, after H.M.S. *Acheron*. Richards had been employed in the *Acheron*, surveying the New Zealand coast, 1847-52.

Acland; bay, Prince of Wales I., Frank.; after 'Sir Thomas D. Acland, one of the most zealous promoters of the search' for Franklin—Sir Thomas Dyke Acland (1787-1871), statesman and philanthropist. (M'Clintock.)

Acland; bay, Bathurst I., Frank.

Acland; mountain, Devon I., Frank.

Acland; point, Franklin isthmus, Kee.

A'Court; bay, Boothia pena., Frank.; named by Ross, 1829, after Sir William A'Court, 2nd Bart. of Heytesbury (1779-1860), *suc.* to the peerage, 1828; Viceroy of Ireland, 1844-46.

Acworth; cape, Prince of Wales I., Frank.; named by Ommanney, 1851, after Admiral Sir John Acworth Ommanney (1773-1855), eldest son of Rear Admiral Cornthwaite Ommanney.

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[*] The abbreviations, Frank., Ung., Kee, and Mack, have been used for Franklin, Ungava, Keewatin and Mackenzie. The boundaries of these districts have been taken as proposed in the Order in Council of Dec., 1897, though the contingent legislation was never had. For convenience, the small 'strips' of the eastern portions of Saskatchewan and Athabaska districts which were not included in the province of Saskatchewan, have been included in Keewatin.

[†] To save repetition of 'named by' the name of the explorer who probably named the feature is, in many instances, inserted in brackets at the end of the description, thus:—(Belcher, 1853).

Adair; cape, east coast Baffin I., Frank.; named by Ross, 1818; probably after Sir Robert Adair (1763-1855), in 1806, despatched on a mission to Vienna and to Constantinople; from 1831-35 engaged on a special mission to the Low Countries.

Adam; island, King William I., Frank.; named by Ross, *ca.*, 1830, after Admiral Sir Chas. Adam (1780-1853); in 1789 made Captain; Vice-admiral in 1837; Admiral in 1848; K.C.B. in 1835; Commander-in-chief in the West Indies, 1841-45; Lord of the Admiralty, 1835-41 and 1846-47; Governor of Greenwich Hospital, 1847, till death.

Adam; range, Bathurst I., Frank.

Adams; cape, Royal Geographical Society group, Frank.; named by Amundsen, 1905, after Capt. Adams, a Scotch whaler, who had deposited stores for him on Dalrymple rock.

Adams; island, Navy Board inlet, Baffin I., Frank.; after Capt. Adams of the whaler *Arctic* (*q.v.*), who made surveys of Navy Board and Admiralty inlets.

Adderley; bluff, Melville pena., Frank.; named by Parry, 1822, after Ardin Adderley, who, in 1855, was a retired Rear Admiral.

Addington; point, Russell I., Frank.; probably after Henry Unwin Addington, 1790-1870, permanent Under Secretary of State, 1852-54.

Adelaide; bay and harbour, Somerset I., Frank.; named by Sir John Ross, 1829, 'as this chanced to be the birthday of the Duchess of Clarence, the bay which constituted the first point of our discoveries in the present voyage, was named Adelaide bay; and the anchorage which Commander Ross had selected, Adelaide harbour.' Adelaide (1792-1849), daughter of George Frederick Charles, Duke of Saxe Meiningen, wife of William, Duke of Clarence, later William IV.

Adelaide; cape, Boothia pena., Frank.

Adelaide; cape, Victoria I., Frank.

Adelaide; peninsula, Arctic ocean, Kee.

Adelaide Regina; cape, Boothia pena., Frank.

Admiralty; inlet, Baffin I., Frank.; named by Parry, 1820, after the Board of Admiralty.

Admiralty; island, Victoria strait, Frank. (Rae, 1851).

Adolphus; island, Boothia pena., Frank.; in 1829, John Ross named it, after 'Adolphus Dalrymple, on account of its similarity to the crest of that family.' The Dalrymple crest is 'a rock ppr., over it the motto Firm.'

Advance; bluff, Cornwallis I., Frank.; after the U.S. vessel *Advance*, United States-Grinnell expedition, 1850-51.

Adventure; mountain, Victoria I., Frank.; named by Capt. M'Clure, 1850, it being the first time he had left his ship, the *Investigator*; he ascended the mountain.

Agassiz; glacier, Ellesmere I., Frank.; after Jean Louis Rodolphe Agassiz (1807-73), a celebrated Swiss-American naturalist.

Agnew; river, Boothia pena., Frank.; named by John Ross, 1829, after Sir Andrew Agnew, M.P. (1793-1849), promoter of Sabbatarian legislation; was member of the Select Committee that recommended a vote of £5,000 to Ross.

Airy; cape, Bathurst I., Frank.; after Sir George Biddell Airy (1801-92), a noted English astronomer; appointed Astronomer-Royal, 1836; President of Royal Society, 1871-73.

Airy; cape, Boothia pena., Frank.

Airy; cape, Melville I., Frank.

Akautago; branch of Eastmain river, Ung.; Indian (Montagnais) name, meaning 'impracticable' (for navigation) river.

Albany; fort, island and river, Kee.; after James, Duke of York and Albany (1633-1701), later, James II.

Albert; cape, Ellesmere I., Frank.; after the, then, Prince of Wales, Albert Edward (1841-1910); later, King Edward VII.; ascended the throne, 1901.

Albert Edward; bay, Victoria I., Frank.

Albert; cape, Ellesmere I., Frank.; named by Inglefield, 1853, after H.R.H. Prince Albert, The Prince Consort (1819-61), married to Queen Victoria, 1840; cape discovered on his birthday, August 19.

Albert; mountain, Ellesmere I., Frank.

Albert; harbour, Baffin I., Frank.; after the whaling vessel *Albert*, of Dundee, Scotland.

Alden; mountain, Baffin I., Frank.; named by Hall, 1861, after Charles Alden, Newburg, N.Y.

Aldrich; cape, Bathurst I., Frank.; after Lieut. R. D. Aldrich, R.N., in the *Resolute* in the Austin expedition, 1850-51.

Aldrich; cape, Ellesmere I., Frank.; after Lieut. Pelham Aldrich of H.M.S. *Alert*, Nares expedition, 1875-6.

Alert; cape, Ellesmere I., Frank.; after H.M.S. *Alert*, Nares expedition, 1875-6.

Alert; mountain, Ellesmere I., Frank.

Alexander; bank and inlet, Baffin I., Frank.; named by John Ross, 1818, after one of his vessels.

Alexander; cape, Arctic coast, Mack.; named by Simpson, 1838, 'after an only brother, who would give his right hand to be the sharer of my journeys.'

Alexander; cape, Boothia pena., Frank.; named by John Ross in 1832, after the then heir-apparent to the throne of Russia, Alexander II. (1818-81), son of Nicholas I., whom he succeeded in 1855.

Alexander; point, Devon I., Frank.; named by Penny, 1851, 'after a son of Capt. Hamilton, R.N., Secretary of the Admiralty.' (*See* Hamilton.)

Alexandra; cape, Ellesmere I., Frank.; after the Princess of Wales, now Dowager Queen Alexandra (born 1846), eldest daughter of Christian IX., King of Denmark; married Prince of Wales, 1863.

Alexandra; falls, Hay river, Mack.; named by Bishop Bompas.

Alexandra; haven, Ellesmere I., Frank.

Alexandra; lake, Ellesmere I., Frank.

Alexandra; strait, between King William and Royal Geographical Society islands (Amundsen, 1905).

Alfred; cape, Victoria I., Frank.; after Alfred-Ernest-Albert (1844-1900), 2nd son of Queen Victoria, reigning Duke of Saxe-Coburg and Gotha, Duke of Edinburgh.

Alfred Ernest; cape, Ellesmere I., Victoria I., Frank.

Allard; island, Bathurst I., Frank.; after John H. Allard, 2nd Master of the *Investigator*, J. C. Ross expedition, 1848-49, and of the *Pioneer*, Austin expedition, 1850-51, and of the Belcher expedition, 1852-54.

Alle; harbour, Hudson bay, Ung.; after a yacht of that name.

Allen; bay, Cornwallis I., Frank.; after Robert C. Allen, Master of H.M.S. *Resolute*, Austin expedition, 1850-51.

Allen Young; cape, Prince of Wales I., Frank.; after Capt. Allen W. Young, second in command in *Fox*, M'Clintock expedition, 1857-59.

Allington; cape, Boothia pena., Frank.; named by Ross, 1829; there are hamlets in Hants and Walts, England, named Allington.

Allison; bluff, Melville pena., Frank.; named by Parry, 1822, after John Allison, Greenland Master in the *Alexander*, 1818, in the *Hecla*, 1819-20, and in the *Fury*, 1821-23.

Allison; inlet, Bathurst I., Frank.; named by Parry, 1819.

Allman; bay, Ellesmere I., Frank.; 'after Professor G. J. Allman, F.R.S., President of the Linnean Society' (Nares, 1875).

Amawalik; lake, Baffin I., Frank.; named by Bernier, after an Eskimo who visited his ship.

Amherst; island, Melville pena., Frank.; named by Parry, 1822, at Lieutenant Hopper's request, in honour of William-Pitt (Amherst), 2nd Baron Amherst (1773-1857), Governor General of India, 1822-28, *cr.* Earl Amherst, 1826.

Ami; island, lake Winnipegosis, Kee.; after Dr. Henry M. Ami, Invertebrate Palæontologist, Geological Survey of Canada.

Amund Ringnes; island, Frank.; after Amund Ringnes, a patron to the Sverdrup expedition, 1898-1902 (Sverdrup).

Amundsen; gulf, south of Bank's island, Frank.; named by Admiralty after Roald Amundsen, Norwegian Arctic explorer; commanded the only expedition that carried its ship through from the Atlantic to the Pacific.

Anawd; *see* Enemy, lake of the.

Anderson; bay, Victoria I., Frank.; named by Rae, 1851, 'in honour of the Right Rev. the Bishop of Ruperts Land.'

Anderson; cape, Simpson pena., Kee.; named by Rae 'after an officer of the Hudson's Bay Company.' *See* Anderson river.

Anderson; cape and island, Hudson bay, Ung.; after an officer of the Hudson's Bay Company who was in charge of Great Whale River post about 1860.

Anderson; channel, Baffin I., Frank.; named by Hall, 1862, after Capt. Anderson of the steamship *China*.

Anderson; falls, Lockhart river, Mack.; named by Back, 1834, after 'Capt. Anderson.'

Anderson; river, Arctic ocean, Mack.; after James Anderson, Chief Factor of the Hudson's Bay Company, sometime in charge of the Mackenzie River district (McFarlane).

Andrew Ross; island, Boothia pena., Frank.; named by John Ross, 1829, after his son.

Angikuni; lake, Kazan river, Mack. and Kee.; Indian name, meaning 'big' or 'great.'

Anker; cape, Victoria I., Frank.; named by Amundsen, 1905, after Capt. Peter Anker, who contributed 10,000 kr. towards the expedition.

Anne; cape, Somerset I., Frank.; named by Jas. C. Ross, 1849, after his wife, *nee* Anne Coulman.

Anne Dundas; island; named by Ross, *ca.*, 1833, after Anne, daughter of Richard Huck-Saunders, and wife of Robert Saunders-Dundas, 2nd Viscount Melville, and also, after Anne, 2nd daughter of foregoing.

Ann Maria; port, Baffin I., Frank.; after Ann Maria, wife of Augustus H. Ward, New York.

A. P. Low; island, Baffin I., Frank.; after A. P. Low, Deputy Minister of Mines, Ottawa; commanded an expedition to Hudson bay and Ellesmere island, 1903-04.

Arbuthnot; island, Boothia pena., Frank.; named by John Ross, 1829, probably after Charles Arbuthnot (1767-1850), diplomatist and politician; from 1823-27, he presided over the Board of Woods and Forests, and 1828-30 was Chancellor of the Duchy of Lancaster. Possibly, after Lieut. Gen. Sir Robert Arbuthnot (1773-1853), who distinguished himself, particularly in the Peninsular war. Or, after another brother, Lieut. Gen. Sir Thomas Arbuthnot (1776-1849), who also distinguished himself in the Peninsular war.

Arcedeckne; island, Franklin channel, Boothia pena., Frank.; named by M'Clintock, 1858, 'after my excellent friend, A. Arcedeckne, Esq., Commodore of the Royal London Yacht Club.'

Archer; fiord, Ellesmere I., Frank.; after Lieut. Robert H. Archer of H.M.S. *Discovery*, Nares expedition, 1875-6.

Archer; peninsula, Ellesmere I., Frank.; named by Sverdrup, 1898, after Colin Archer, builder of the *Fram*.

Archibald; bay, Baffin I., Frank.; named by R. Bell, after Sir Archibald Geikie, Scottish geologist; President of the Royal Society; formerly, Director, Geological Survey of Great Britain.

Archibald; promontory, Baffin I., Frank.; named by Hall, 1862, after E. M. Archibald, British Consul, New York.

Arctic; bay, Baffin I., Frank.; named by Capt. Adams, after his vessel, the *Arctic*; Adams surveyed Eclipse sound and Admiralty inlet in 1872.

Arctic; sound, Baffin I., Frank.

Arctic; ocean; from Greek, *arctos*, a bear; specifically the northern constellation, Ursa Major.

Arctic; sound, Coronation gulf, Mack.; named by Franklin, 1821, because it 'was filled by a body of ice so compact as to preclude the idea of a passage through it.'

Arctic; harbour, Baffin I., Frank.; probably so named after its 'arctic' appearance when discovered.

Armstrong; point, Victoria I., Frank.; after Sir Alexander Armstrong (1818-1899), naval medical officer—was Surgeon and Naturalist in H.M.S. *Investigator*, M'Clure's voyage, 1850-54.

Arnott; bay, Bathurst I., Frank.; named by Aldrich, 1853; possibly after George Arnott Walker Arnott (1799-1868), botanist; from 1830 to 1840, engaged with Sir Wm. Hooker on plants collected by Beechey during his voyage to Bering strait; in 1850, associated with Hooker on 'British Flora.'

Arnoux; cape, Baffin I., Frank.; named by Hall, 1862, after William Henry Arnoux, New York.

Arrowsmith; bay, Rae strait, Kee.; after John Arrowsmith (1790-1873), famous English geographer (Rae).

Arrowsmith; cape, Melville pena., Frank.

Arrowsmith; river, Pelly bay, gulf of Boothia, Kee.

Arthur; fiord, Devon I., Frank.; after Prince Arthur, Duke of Connaught, born 1850, 3rd son of Queen Victoria, and prospective Governor General of Canada.

Arthur; land and mountain, Ellesmere I., Frank.; after Chester Alan Arthur (1830-86), twenty-first President of the United States.

Artillery; lake, Backs river, Mack.; named by Back, 1833, 'out of respect to the distinguished corps to which some of my crew belonged, and from a grateful remembrance of the deep interest manifested by its officers for the success of the expedition, and of their friendly courtesies to myself.'

Artists; bay, Boothia pena.; so named by Ross, as the capes of the bay had been named after leading English artists.

Arundell; cape, Devon I., Frank.; named by Belcher, 1853, probably after Henry Benedict Arundell, 11th Baron Arundell of Wardour (1804-62).

Asagiew; lake, Nelson river, Kee.; Indian name, signifying 'grey fish.'

Ashe; inlet, Hudson strait, Frank.; after W. A. Ashe, Observer in Hudson Bay expedition, 1884.

Assistance; bay, Cornwallis I., Frank.; named by Penny, 1851, after H.M.S. *Assistance*, Arctic searching vessel; wintered here, 1850-51.

Aston; bay, Somerset I., Frank.; named by Jas. C. Ross, 1849, after his residence, Aston House, Aylesbury, England.

Astray; lake; named by A. P. Low; so-called from their wanderings in search of the debouchement of the Ashuanipi river.

Astronomical Society; islands, Boothia pena., Frank.; named by John Ross, 1833; the islands in this group were named after leading members of the Royal Astronomical Society, to which a Royal charter was given, 1830.

Athol; island, Boothia pena., Frank.; named by Ross, 1829, probably either after Atholl district, Perthshire, Scotland, or after John Murray, 4th Duke of Athole (1755-1830).

Atikameg; lake, Kee.; Indian for white-fish; it is a compound, meaning, literally, the 'deer-of-the-water.'

Atikameg; river, Winisk river, Kee.

Atkinson; island, Arctic coast, Mack.; Richardson, in Franklin's 'Second Journey,' says: 'Mr. Kendall named the island in honour of Mr. Atkinson of Berry House, England.'

Attanuck; mountain, Ung.; Indian name, meaning the 'king.' (Wallace.)

Attikamagen; lake, George river, Ung.; Indian name, meaning 'deer-spear.'

Auckland; gulf, Boothia pena., Frank.; named by John Ross, after George Eden, Earl of Auckland (1784-1849); President of Board of Trade, 1830-34; first Lord of the Admiralty, 1834-35 and 1846-47; Governor General of India, 1835-42; *cr.* Earl of Auckland, 1839.

Augusta; island, King William I., Frank.; named by John Ross, *ca.*, 1833, after the Princess Augusta-Sophia (1768-1840), 2nd daughter of King George III.

Augustus; island, Baffin I., Frank.; after Augustus H. Ward, New York. (Hall, 1862.) *See* Ward inlet.

Augustus; island, Boothia pena., Frank.; named by John Ross after Augustus-Frederick, Duke of Sussex (1773-1843), 6th son of George III.

Austin; bay, Victoria I., Frank.; after Capt. Horatio Thos. Austin, Lieutenant of *Fury*, Parry's 3rd voyage, 1824-25; commanded an Arctic expedition in search of Franklin, 1850-51; Admiral and K.C.B., 1860; d., 1865.

Austin; cape, Banks I., Frank. (M'Clure).

Austin; cape, Cornwallis I., Frank. (Penny, 1851.)

Austin; channel, west of Bathurst I., Frank.

Autridge; bay, Baffin I., Frank.; named by Lieut. Reid, in Parry expedition, 1822, 'after Captain William Autridge of the Royal Navy.'

Ava; inlet, Hudson strait, Frank.; after Lord Ava, son of Lord Dufferin; killed in Boer war, S.A. (R. Bell, 1897).

Axel Heiberg; island, Frank.; after Consul Axel Heiberg, one of the patrons of the Sverdrup expedition, 1898-1902.

Ayles; bay, Ellesmere I., Frank.; after Adam Ayles, petty officer of H.M.S. *Alert*, Nares expedition, 1875-6.

Ayles; point, Ellesmere I., Frank.

Aylmer; lake, northeast of Great Slave lake, Mack.; named by Back in 1833, 'in honour of Lord Aylmer, the Governor General of Canada (1831-35), to whose kindness and consideration I felt myself particularly indebted.'—Matthew (Aylmer, *afterwards* Whitworth-Aylmer), 5th Lord Aylmer (1775-1850), General in the army, 1841; Governor General of Canada, 1830-35.

B

Baadoden; point, Devon I., Frank.; Norwegian, meaning 'boat point'; so named as it was a sheltered and comfortatble camping ground (Sverdrup).

Babbage; bay, Boothia pena., Frank.; named by John Ross after Charles Babbage (1792-1871), a noted mathematician, one of the founders of the Astronomical Society.

Babbage; river, Arctic coast, Yukon. (Franklin, 1826.)

Bache; peninsula, Baffin I., Frank.; after Alexander Dallas Bache (1806-67), Superintendent of the United States Coast Survey, 1843-67 (Kane).

Bache; peninsula, Ellesmere I., Frank. (Hall, 1862).

Backhouse; point, Arctic coast, Kee.; named by Back, 1834, 'after my friend, John Backhouse, Esquire, the able and excellent Under-Secretary of State for Foreign Affairs.'

Backhouse; river, Arctic coast, Yukon; named by Franklin, 1826, at the request of Lieut. Back.

Backs; bay, Coronation gulf, Mack.; named by Dr. Richardson, 1826: 'We distinguished it by the name of our mutual friend and companion, Captain Back.' Admiral Sir George Back (1796-1878), a famous Arctic explorer, accompanied Franklin, 1819-22 and 1825-27; commanded expedition to Backs river in 1833-35 and to Fox channel in 1836-37.

Backs; bay, King William I., Frank. (Ross, 1830).

Backs; bay, Prince of Wales I., Frank. (M'Clintock, 1859).

Backs; cape, Ellesmere I., Frank.

Backs; cape, Victoria I., Frank., Rae's 'farthest,' 1851 (Rae).

Backs; inlet, Coronation gulf, Mack. (Franklin).

Backs; point, Banks I., Frank.

Backs; point, Victoria I., Frank. (Rae, 1851).

Backs; river, Kee. and Mack.

Bad; river, near Cumberland House, Mack. and Sask.; from the continual succession of rapids.

Baffin; bay, Frank.; after William Baffin, d., 1622; famous English explorer and navigator; made five voyages to Arctic in 1612, 1613, 1614, 1615 and 1616.

Baffin; island, Frank.

Baffin; island, Fox channel, Frank. (Parry).

Bailey; point, Melville I., Frank.; probably after John Bailey, one of Nares' sledge crew, 1853.

Baillargé; inlet, Baffin I., Frank.; named by Bernier, after 'the late Chevalier Baillargé, who was President of the Quebec Geographical Society, and had rendered me some valuable services.'

Baillie; bay, Coronation gulf, Mack.; named by Franklin, 1821, 'in honour of a relative of the lamented Mr. Hood.' (*See* Hood river.)

Baillie; islands, Bathurst cape, Arctic coast, Mack.; 'after George Baillie, Esq., of the Colonial Office'; in 1834, was 'Agent General for Crown Colonies.' (Richardson, 1826.)

Baillie; river, tributary of Backs river, Mack. (Back, 1834.)

Baillie-Hamilton; island, Wellington channel, Frank.; named by Penny, 1851, 'after Capt. W. A. Baillie-Hamilton, R.N., Secretary of the Admiralty.' (*See* Hamilton.)

Baird; cape, Ellesmere I., Frank.; probably after Spencer Fullerton Baird (1823-1887), a noted American naturalist.

Baird; inlet, Ellesmere I., Frank.

Baker; bay, Melville pena., Frank.; named by Rae, 1847, 'in memory of a much valued friend.'

Baker; cape, Ellesmere I., Frank.; named by Hayes after Richard Baker, Jr., Boston, Mass.

Baker; island, Bathurst island, Frank.; named by Parry, 1820, 'after my friend and former commander, Captain Thomas Baker of the Royal Navy.' In 1808, Parry was transferred to the *Vanguard*, commanded by Capt. Baker.

Balcarres; island, May inlet, Bathurst I., Frank.; named by Richards, 1853, after Balcarres House, Scotland; Balcarres was sold to Robert Lindsay by his eldest brother, Alexander (Lindsay) Earl of Balcarres and Earl of Crawford; in 1853, it was in the possession of Lt. Gen. James Lindsay (*see* Lindsay head).

Baldwin; head, Prince of Wales I., Frank.; probably after Sir Baldwin Wake Walker. (*See* below.)

Baldwin Walker; mountain range, Melville I., Frank.; after Admiral Sir Baldwin Wake Walker (1802-75), Surveyor of the Navy, 1848-60. (*See* also Walker.)

Balfour; bay, Franklin isthmus, Kee.; possibly after John Hutton Balfour (1808-84), Scottish botanist; in 1841, succeeded Hooker as professor of botany at Glasgow University; in 1845, professor of botany at Edinburgh: named by Rae, 1854.

Ballast; beach, Banks I., Frank.; from the ballast that Capt. M'Clure had collected from the beach for his vessel, the *Investigator*.

Ballenden; lake, Boothia gulf, Kee.; named by Rae after 'a much valued friend,'—John Ballenden, an officer of the Hudson's Bay Company, who, in 1848, was Chief Factor and was in charge of the post at Sault Ste. Marie.

Ballenden; point, Dease strait, Arctic coast, Mack. (Simpson, 1838.)

Bance; point, Prince of Wales I., Frank.; after H. P. Bance, Mate of the *Assistance*, 1850-51.

Banks; cape, Ellesmere I., Frank.; after N. B. Banks, Governor of Massachusetts. (Hayes.)

Banks; island, Frank.; named by Parry, 1820, 'out of respect to the late venerable and worthy President of the Royal Society, whose long life was actively engaged in the discovery and promotion of discovery and general science'; Sir Joseph Banks (1744-1820), President of Royal Society, 1778-1820,

Banks; peninsula, Coronation gulf, Mack. (Franklin, 1821.)

Banks; strait, Banks and Melville islands, Frank.

Bannerman; bay, King William I., Frank.; named by James Clark Ross, 1830, 'in compliment to the member for Aberdeen'; name now obsolete.

Baralzon; lake, Seal river, Kee.; from the Chipeyan Indian name, meaning 'shoal'—descriptive.

Barclay; cape, Boothia gulf, Kee.; named by Rae, 1846-47, after the, then, 'Secretary of the Hudson's Bay Company.'

Barclay; cape, Backs river, Kee.; probably same as foregoing. (Back, 1834.)

Baring; bay, Devon I., Frank.; after the Right Hon. Francis Thornhill Baring (1796-1866), an English statesman; *cr.* Baron Northbrook, 1866; Lord of the Treasury, 1830-34; Chancellor of the Exchequer, 1839-41; First Lord of the Admiralty, 1849-52. (Penny, 1851.)

Baring; cape, Victoria I., Frank. (Rae.)

Baring; channel, Prince of Wales I., Frank.

Baring; island, Queens channel, Frank. (Penny, 1851.)

Baring; land, Banks I., Frank. (McClure.)

Barlow; inlet, Cornwallis I., Frank.; named by Parry, 1819, 'as a testimony of my respect for Sir Robert Barlow, one of the Commissioners of His Majesty's Navy.'

Barlow; lake, Dubawnt river, Mack.: named by J. B. Tyrrell, after late Scott Barlow, Geographer and Chief Draughtsman of the Geological Survey of Canada.

Barn; mountain, Arctic coast, Yukon; named by Franklin, 1826; descriptive of appearance as seen from the coast.

Barnard; point, Victoria I., Frank.; after Lieut. J. J. Barnard, R.N., of the *Enterprise*, killed by Eskimo, 1851; named by M'Clure.

Barnston; point, Melville pena., Frank.; named by Rae, 1847, after George Barnston, an officer of the Hudson's Bay Company.

Barrow; cape, Coronation gulf, Mack.; 'after Mr. Barrow of the Admiralty, to whose exertions are mainly owing the discoveries that have recently been made in Arctic geography.' Sir John Barrow (1766-1848) was second Secretary of the Admiralty, 1807-45; was the friend of Arctic exploration, and was the chief founder of the Royal Geographical Society; named by Franklin, 1821.

Barrow; harbour, Devon I., Frank. (Parry, 1819.)

Barrow; inlet, Adelaide pena., Kee.

Barrow; mountain, Arctic coast, Mack. (Richardson, 1826.)

Barrow; river, Melville pena., Frank. (Parry.)

Barrow; strait, north of Prince of Wales I., Frank. (Parry, 1819.)

Barrow; bay, Devon I., Frank.; named by Belcher, 1853, after John Barrow, son of Sir John Barrow. (*See* above.)

Barrow; cape, Ellesmere I., Frank.

Barrow; lakes, Simpson pena., Kee. (Rae, 1854.)

Barrow; peninsula, Baffin I., Frank. (Hall, 1861.)

Barry; bay, Liddon gulf, Melville I., Frank.; named by Parry, 1819-20; probably same as Barry island (*q.v.*).

Barry; island, Bathurst inlet, Mack.; named by Franklin 'after Col. Henry Barry [1750-1822] of Newtonbarry,' Wexford, Ireland, who took part in the battles of Bunker Hill, Brooklyn and White Plains.

Barth; island, Somerset I., Frank.; after Dr. Henry Barth, one of the subscribers to the M'Clintock expedition, 1858-59—Heinrich Barth (1821-65), a noted German traveller, who made extensive explorations in Africa and Asia Minor.

Bartlett; bay, Salisbury I., Frank.; named by Low, after S. W. Bartlett, Master of the *Neptune.*

Bartlett; bay, Ellesmere I., Frank.; after Capt. Robert A. Bartlett, Sailing Master of the *Roosevelt,* 1905-06 and 1908-09; brother of preceding.

Bate; island, Coronation gulf, Frank.; named by Collinson, 1852, after his 'friend, Capt. Bate'; in 1851, Capt. W. Thornton Bate was in command of the *Royalist,* surveying vessel; in 1857, 'lost his life in leading a storming party at the assault of Canton.'

Bathurst; bay, Bylot I., Frank.; after Henry, 3rd Earl of Bathurst (1762-1834), an English statesman; President of the Board of Trade, 1809-12; Secretary for War and the Colonies, 1812-27; President of the Council, 1828-30. (Ross, 1818.)

Bathurst; cape, Bylot I., Frank.

Bathurst; cape, long. 127°, Arctic coast, Mack.

Bathurst; island, Frank. (Parry, 1819.)

Bathurst; inlet, Coronation gulf, Mack. (Franklin, 1821.)

Battle; harbour, Atlantic coast, Labrador; in early days, there was a constant feud between the Eskimos and Indians, and here, tradition says, a final and decisive battle took place, in which the Indians were victorious.

Batty; bay, Somerset I., Frank.; named by Parry, 1824, 'after my friend, Captain Robert Batty, of the Grenadier Guards.'

Baumann; fiord, Ellesmere I., Frank.; after Victor Baumann, second in command in the Sverdrup expedition, 1898-1902.

Bay; fiord, Ellesmere I., Frank.; after Edvard Bay, Zoologist of the Sverdrup expedition, 1898-1902.

Bayfield; island, Arctic circle, Mack.; named by Richardson, 1826, 'after Commander Bayfield,—of the Royal Navy—to whom the officers of the expedition were indebted for much assistance and personal kindness, in their progress through Canada.' Commander (later, Admiral) Henry Bayfield made surveys of the Great lakes of Canada and of the St. Lawrence; Rear-Admiral, 1856; Vice-Admiral, 1863.

Beach; point, Repulse bay, Kee.; after the low, flat beach. (Middleton.)

Bear; island, Melville pena., Frank.; named by Parry, 1821, after a she-bear and cub seen on the island.

Bear; point, Devon I., Frank.; named by Dr. R. M. Macormick, 1852, after a bear seen at this point.

Beare; sound, Baffin I., Frank.; named by Frobisher, 1577, 'after master's name of the *Michael,* James Beare.

Beaufort; cape, Arctic coast, Kee.; 'after the present distinguished hydrographer of the navy'—Sir Francis Beaufort (1774-1857), an English Rear Admiral and man of science; Hydrographer to the Navy, 1829-55. (Back, 1834.)

Beaufort; cape; Simpson pena., Kee.

Beaufort; islands, King William I., Frank. (James C. Ross, 1830.)

Beaufort; mountain, Devon I., Frank. (Belcher.)

Beaufort; mountain, Ellesmere I., Frank.

Beaufort; river, Dease strait, Arctic coast, Mack. (Simpson, 1838.)

Beaumont; harbour, Hudson strait, Frank.; named by R. Bell, after Admiral Sir Lewis Anthony Beaumont, K.C.B.

Becher; bay, Cornwallis I., Frank.; after Capt. W. B. Becher, R.N., an official of the Hydrographic Department of the Navy.

Becher; cape, Devon I., Frank. (Penny, 1851.)

Becher; river, Pelly bay, Kee. (Rae, 1854.)

Becher; peninsula, Baffin I., Frank. (Hall, 1862.)

Bedford; bay, Bathurst I., Frank.; possibly after John (Russell), 9th Duke of Bedford (1766-1839); named by Parry, 1819.

Bedford; harbour, Baffin I., Frank.

Bedford; harbour, Hudson strait, Frank.; named by R. Bell, after Admiral Sir Frederick George Denham Bedford, G.C.B.; in 1905, was Governor of Western Australia.

Beechey; cape, Ellesmere I., Frank.; after Fred. Wm. Beechey, R.N. (1796-1856); Lieutenant of *Hecla*, Parry expedition, 1819-20; commanded *Blossom* in expedition to Bering strait and point Barrow, 1825-28; Rear Admiral, 1854.

Beechey; cape, Melville I., Frank. (Parry, 1820.)

Beechey; lake, Backs river, Mack. (Back, 1834.)

Beechey; point, Coronation gulf, Mack. (Franklin, 1821.)

Beechey; island, Devon I., Frank.; named by Parry, 1819, 'out of respect to Sir William Beechey' (1753-1839), a celebrated English portrait painter; father of preceding.

Beekman; peninsula, Baffin I., Frank.; after James W. Beekman, New York. (Hall, 1862.)

Beitstad; fiord, Ellesmere I., Frank.; after Beitstad fiord, Norway. (Sverdrup.)

Belanger; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Company.

Belcher; channel, between Devon and Cornwall islands, Frank.; after Admiral Sir Edward Belcher (1799-1877), who commanded an expedition, 1852-54, in search for Franklin; Rear Admiral, 1861.

Belcher; headland, Melville I., Frank.

Belcher; point, Devon I., Frank.

Belford; point, Winter I., Frank.; named by Parry, 1822, probably after a friend.

Belknap; cape, Ellesmere I., Frank.; after Gen. W. W. Belknap (1829-90) served in the U.S. Civil War; was U.S. Secretary of War, 1869-76; named by Hall.

Bell; island, Victoria I., Frank.; named by Rae, 1851, 'after a chief trader in the Hudson's Bay Company's service.' *See* Bell river.

Bell; river, Porcupine river, Yukon; after John Bell, Chief Trader, Hudson's Bay Company, who explored Peel river in 1839.

Bellot; island, Ellesmere I., Frank.; after Joseph Réné Bellot (1826-23), French naval officer, a volunteer in English Arctic expeditions; served in the *Prince Albert*, Kennedy's voyage, 1851-52, and in the *Phœnix*, Inglefield's voyage, 1853; drowned in Wellington channel, 1853.

Bellot; cliff, Prince of Wales I., Frank.

Bellot; strait, between Boothia pena. and Somerset I., Frank. (M'Clintock.)

Bellows; valley, Ellesmere I., Frank.; so named by Greely on account of the high and constant winds which were always experienced in it.

Beloeil; island, Baffin I., Frank.; named by Bernier, after Beloeil, Que., 'the birthplace of Hon. L. P. Brodeur, Minister of Marine and Fisheries.

Bence Jones; island, Shepherd bay, Rae strait, Kee.; named by Rae, 1854, 'after the distinguished medical man and analytical chemist of that name, to whose kindness I and my party were much indebted for having proposed the use of, and prepared, some extract of tea for the expedition.' Henry Bence Jones (1814-73.)

Bence; point, Ellesmere I., Frank. (Inglefield.)

Bennett; lake, Yukon and B.C.; named by Schwatka, 1883, after James Gordon Bennett, the well known patron of American research.

Bentzen; cape, Victoria I., Frank.; after Louis Bentzen, captain in the Norwegian army; named by Amundsen, 1905.

Berens; cape, Pelly bay, Boothia gulf, Kee.; after Henry Hulse Berens, one of the Directors of the Hudson's Bay Company; later, Governor, 1858-63. (Rae.)

Berens; islands, Coronation gulf, Mack.; named by Franklin, 1821, 'in honour of the Governor of the Hudson's Bay Company'—Joseph Berens, Governor, 1812-22.

Berkeley; bay, Devon I., Frank.; after Admiral Hon. Maurice Frederick Fitzhardinge Berkeley (1788-1867), Lord of the Admiralty, 1833-34 and 1846-57. (Belcher.)

Berkeley; bight, Queens channel, Frank.

Berkeley; cape, Prince of Wales I., Frank.

Berkeley; group, north of Bathurst I., Frank. (Belcher.)

Berkeley; point, Victoria I., Frank.

Berlinguet; bay, Baffin I., Frank.; named by Bernier, after the President of the Quebec Geographical Society.

Bernard; cape, Boothia pena., Frank.; possibly after John Bernard (1756-1828), actor and writer, of Irish descent; named by Ross, 1829-31.

Best; harbour, Boothia pena., Frank.; possibly after William Draper Best, 1st Baron Wynford (1767-1865), English judge; named by John Ross, 1829.

Best; cape, Resolution I., Frank.; after George Best, Lieutenant in *Ayde*; named by Frobisher, 1577.

Best Blessing; cape, Resolution I., Frank.; named by Frobisher; name now obsolete.

Bethune; bay, Devon I., Frank.; possibly after Maj. Gen. Sir Henry Lindesay Bethune (1787-1851).

Beverley; falls, Hoarfrost river, Mack.; named by Back, 1833, 'after my enterprising friend, Beverley, the companion of Sir E. Parry in his attempt to reach the pole'—Charles James Beverley (1788-1868), Asst. Surgeon of the *Isabella* in John Ross' voyage, 1818, and of *Griper* in Parry's 1st voyage, 1819-20; Surgeon of *Hecla* (Parry, 1827).

Beverley; inlet, Melville I., Frank. (Parry, 1819.)

Beverley; mount, Ellesmere I., Frank.; named by Nares, 1876.

Beverly; islands, King William I., Frank.; named by James C. Ross, 1830, 'in compliment to the fair donors of the beautiful silk colours which we then displayed in honour of the day'—the anniversary of their departure from England. (*See* also Matty.)

Bexley; cape, Coronation gulf, Mack.; after Rt. Hon. Nicholas Vansittart (*q.v.*) Lord Bexley (1766-1851), Chancellor of the Exchequer, 1812-23; *cr.* Baron Bexley, 1823; Chancellor of the Duchy of Lancaster, 1823-28.

Bibby; island, Hudson bay, Kee.; after Sir Bibby Lake, Governor of the Hudson's Bay Company, 1712-43.

Bicknor; cape, Ellesmere I., Frank.; named by Nares, 1876.

Biederbick; mountain, Ellesmere I., Frank.; after Henry Biederbick, Greely expedition, 1881-84.

Bifurcation; cape, Ellesmere I., Frank.; descriptive.

Big; river, James bay, Ung.; translation of the Indian name, *mistisipi*.

Biggs; point, Prince of Wales I., Frank.; after James Biggs, Purser of the *Enterprise* (Jas. C. Ross, 1849).

Biggs; point, Glenelg bay, Victoria I., Frank.; named by M'Clure, 1851, probably after James Biggs, one of the *Investigator's* crew. Or, after James Biggs, Purser of the *Enterprise*, James Ross' voyage, 1848-49.

Bigler; bay, Baffin I., Frank.; after James Bigler, Newburg, N.Y. (Hall, 1862.)

Biot; island, Boothia pena., Frank.; after Jean Baptiste Biot (1774-1862), French physicist and chemist; named by John Ross.

Bird; cape, Somerset I., Frank.; after Captain Edward Bird, R.N., Midshipman in *Hecla*, Parry's 2nd voyage, 1821-23, and *Fury*, Parry's 3rd voyage, 1824-25; Commander of *Investigator*, James C. Ross' voyage, 1848-49; named by M'Clintock.

Bird; island, Melville pena., Frank. (Parry.)

Bishop; island, Baffin I., Frank.; after R. M. Bishop, Cincinnati. (Hall, 1861.)

Bisson; cape, Baffin I., Frank.; after Ph. Bisson, Midshipman in *Alexander* (John Ross, 1818).

Bjorne; peninsula, Ellesmere I., Frank.; Norwegian name, meaning 'bear.' (Sverdrup.)

Bjornstjerna; bay, Boothia pena., Frank.; after Count Magnus Fredrik Ferdinand Bjornstjerna (1779-1847), Swedish diplomatist, minister plenipotentiary to Great Britain, 1828-46; named by John Ross.

Blaafjeld; mountain, Ellesmere I., Frank.; Norwegian name, meaning 'blue mountain'—descriptive. (Sverdrup.)

Blaamanden; point, Ellesmere I., Frank.; Norwegian name, meaning 'the blue man'; descriptive of the promontory. (Sverdrup.)

Black; cape, Devon I., Frank.; named by Macormick, 1852, from its appearance.

Black; inlet, Melville pena., Frank.; probably after an officer of the Hudson's Bay Company. (Rae, 1847.)

Blacklead; island and harbour, Baffin I., Frank.; after the graphite found there.

Blackley; haven, Melville I., Frank.; possibly after Blackley, a suburb of Manchester, Eng.; named by Richards, 1853.

Blackwood; point, Arctic coast, long. 102°, Mack.; possibly after William Blackwood (1776-1834), a Scotch publisher, founder of 'Blackwood's Magazine'; named by Simpson, 1839.

Blairs, The; island, Boothia pena., Frank.; possibly after Robert Blair, M.D. (d. 1828), inventor of the telescope, and his son, Archibald Blair, optician, London: named by Ross, 1829.

Blake; bay, Melville pena., Frank.; named by Parry, 1822, probably after a friend.

Blanchard; island, Baffin I., Frank.; after George S. Blanchard, Cincinnati. (Hall, 1861.)

Blandford; bay, Hudson strait, Frank.; after Hon. Capt. Blandford, St. Johns, Nfld.; spent several seasons about cape Chidley.

Blanky; cape, Baring I., Frank.; named by Penny, 1851, 'after Thomas Blanky, Ice-Master of the *Terror*,' in the ill-fated Franklin expedition; was 1st Mate of the *Victory*, John Ross expedition, 1829-33.

Blanky; island, Boothia pena., Frank. (Ross, 1830.)

Bloodstone; rapid, Churchill river, Kee.; translation of the Indian name, probably from 'garnets' occurring in the rocks.

Bloody; fall, near mouth of Coppermine river, Mack.; from the massacre of Eskimos, 1771, by the Indians who accompanied Hearne.

Bloxsome; bay, Prince Patrick I., Frank.; named by Mecham, 1853, 'after a friend.'

Bluffy; lake, Wenasaga river, southern Kee.; translation of the Indian name *kaminitakwakwiack*.

Blunt; peninsula, Baffin I., Frank.; after Ed. and Geo. W. Blunt, New York. (Hall, 1861.)

Boas; lake, Baffin I., Frank.; named by R. Bell, after Franz Boas, American ethnologist who made explorations in Baffin I.

Boger; point, Ellesmere I., Frank.; probably after Lieut. Henry T. Boger, who, in 1855, was in the *Scourge*.

Bonanza; creek and post office, Yukon; Spanish, signifying 'prosperity'; refers to the very rich gold placers of the Klondike.

Bonney; island, Hudson strait, Frank.; after Prof. Thos. Geo. Bonney, eminent British geologist, Emeritus Prof. of Geology, University Coll., London. (R. Bell, 1897.)

Booth; island, Arctic coast, Mack.; named by Richardson, 1826, after John Booth, who married Hannah, third sister of Franklin.

Booth; river, Hood river, Mack. (Franklin, 1821.)

Booth; island, Hudson bay, Kee.; after Sir Felix Booth (1775-1850), who assisted John Ross to undertake his expedition, 1829-33. (*See* Boothia.)

Booth; point, King William I., Frank. (Back, 1834.)

Boothia; gulf, Frank.; named by John Ross, 1830, after the 'singularly generous and spirited individual, whose fame and deeds will go down to posterity among the first of those whose characters and conduct have conferred honour on the very name of a British merchant'—Sir Felix Booth (1775-1850), Sheriff of London, who promoted Ross' expedition, 1829-33.

Boothia; isthmus, Frank. (John Ross, 1829.)

Boothia; peninsula, Frank. (John Ross, 1829.)

Boswell; river, tributary of the Teslin, Yukon; after two miners—brothers—named Boswell; in 1887, T. Boswell prospected the Teslin river.

Boucherville; port, Nottingham I., Hudson strait, Ung.; 'so named by Lieut. A. R. Gordon, R.N., in 1884, after an observer [C. V. De Boucherville] whom he stationed there for the winter.'

Bounty; cape, Melville I., Frank.; named by Parry, 1819, because the vessels under his command had passed long. 110° W. and earned the reward, £5,000, offered 'to such of His Majesty's subjects as might succeed in penetrating thus far to the westward within the Arctic circle.'

Bourbon; *see* Nelson river.

Bourne; cape, Ellesmere I., Frank.; after F. G. Bourne, member of the Peary Arctic Club. (Peary.)

Bouverie; islands, Melville pena.. Frank.; possibly after William Pleydell-Bouverie, 3rd Earl Radnor (1779-1869), a distinguished English politician: succeeded to the title in 1828; named by Parry, 1822, at the request of Midshipman Charles Richards of the *Hecla*. Possibly, after Capt. the Hon. Duncombe-Pleydell Bouverie, R.N., who, in 1812, commanded the *Medusa* (18), and distinguished himself in actions with French and Spanish ships; Vice-Admiral of the Blue, 1846.

Bowden; point, Devon I., Frank.; probably after Commander Richard Booth Bowden, R.N.; retired Captain, July 14, 1848; named by Parry, 1819.

Bowden; inlet, Hudson bay, Kee.; name given to Chesterfield inlet by Capt. Smith, after the 2nd mate of the *California* in his expedition, 1746-47. Name now obsolete.

Bowen; cape, east of Baffin I., Frank.; probably same derivation as Bowen port (*q.v.*).

Bowen; port, Baffin I., Frank.; 'after Captain James Bowen [1751-1835], one of the Commissioners of His Majesty's Navy'; later, Rear Admiral. (Parry, 1819.)

Bowell; island, Baker lake, Kee.; after the Hon. Sir Mackenzie Bowell, Premier of Canada, 1895-6. (J. B. Tyrrell.)

Bowles; bay, Boothia pena., Frank.; possibly same derivation as Bowles promontory (*q.v.*). (John Ross, 1829.)

Bowles; bay, Devon I., Frank.; probably after Vice-Admiral William Bowles; Lord of the Admiralty, 1844-46. (Inglefield, 1853.)

Bowles; promontory, Arctic ocean, Kee.; after 'Captain Bowles, R.N.' (Back, 1834.)

Boyd; lake, Dubawnt river, Mack.; after the Hon. John Boyd, Lieutenant-Governor of New Brunswick, 1893. (J. B. Tyrrell.)

Bradford; point, Melville I., Frank.; after A. R. Bradford, Surgeon of the *Resolute*, Austin expedition, 1850-51; this point was Bradford's 'farthest.'

Brainard; cape, Ellesmere I., Frank.; after Sergt. David L. Brainard, Greely expedition, 1881-84.

Braskerud; plateau, Ellesmere I., Frank.; named by Sverdrup.

Brentford; bay, Prince of Wales I., Frank.; after Brentford, town, Middlesex, Eng. (John Ross, 1829.)

Brevoort; island, Baffin I., Frank.; after J. Carson Brevoort, Brooklyn, N.Y. (Hall, 1861.)

Brevoort; island, Ellesmere I., Frank. (Hall.)

Brevoort; river, Melville pena., Frank. (Greely.)

Brewster; point, Baffin I., Frank.; after A. Brewster, Norwich, Conn. (Hall, 1861.)

Bridgman; mountain, Ellesmere I., Frank.; after Herbert L. Bridgman, Secretary, Peary Arctic Club.

Bridport; inlet, Melville I., Frank.; named by Parry, 1819, 'from regard to the memory of the late Lord Bridport'—Alex. Hood, 1st Viscount Bridport (1726-1814), Vice-Admiral of Great Britain, 1796; Admiral of the Red, 1805; gained a memorable victory over the French fleet off port L'Orient, 1795.

Briggs; group of islands, Hudson bay, Kee.; Foxe, 1631, says: 'I named those Islands Brigges his Mathematickes'—after Henry Briggs (1561-1635), a noted mathematician and Professor of Astronomy at Oxford, 1596-1619; greatly encouraged Foxe in his voyage of discovery. Name now obsolete.

Bristol; island, James bay, Ung.; after John Digby, 1st Earl of Bristol (1580-1654), diplomatist and statesman.

Britannia; cape, Arctic ocean, Kee.; so named by Dease and Simpson, 1839, 'in affectionate remembrance of our native land.' In ancient geography, the name of the island of Great Britain; in modern times, a poetical name of the United Kingdom.

Britannia; mount, Devon I., Frank. (Belcher.)

British Chain; mountains, Arctic coast, Yukon and Alaska; named by Franklin, 1826, after his native land.

Brodeur; peninsula, Baffin I., Frank.; named by Bernier, 1907, after Hon. L. P. Brodeur, Minister of Marine and Fisheries.

Brodie; cape, Prince of Wales I., Frank.; after Sir Benj. Collins Brodie (1783-1862), Sergeant-Surgeon to Queen Victoria and to William IV.; President of the Royal Society, 1858-61; President of the Royal College of Surgeons in 1844; named by M'Clintock, 1859.

Bromley; bay, Victoria I., Frank.; discovered by Wynniatt, 1851; after Sir Richard Madox Bromley (1813-66), English civil servant; entered admiralty civil service, 1829; visited dockyards on confidential mission, 1846; later, appointed on special commissions of enquiry into public departments, including that appointed in 1849, for a revision of the dockyards.

Brook-Cobham; island, Hudson bay, Kee. (*See* Marble island.)

Broken; point, Baffin I., Frank.; so named by Baffin, 1614, as the point consisted of a number of islands. (*See* Fair Ness.)

Brooman; point, Cornwallis I., Frank.; after J. E. Brooman, Purser of *Resolute* in Austin expedition, 1850-51.

Broughton; cape and island, Baffin I., Frank.; named by John Ross, 1818, 'after a friend'; in 1811, Commodore William Robert Broughton (1762-1821) commanded the *Illustrious* (74) during the expedition to capture the island of Java; commanded the *Chatham* in Vancouver's voyage, 1790-93.

Broughton; island, east coast of Hudson bay, Ung.; after W. K. Broughton, officer of the Hudson's Bay Company.

Browell; cove, Arctic coast, Mack.; named by Richardson, 1826, 'in honour of the Lieutenant Governor of the Royal Hospital at Greenwich'—William Browell, R.N. (1759-1831).

Brown; cape, Arctic coast, Mack.; named by Richardson, 1826, 'out of respect to the eminent botanist, whose scientific researches reflect so much credit on British talent.'—Robert Brown (1773-1858), botanist; Naturalist of Flinders' Australian expedition and, after 1827, Keeper of the botanical department of the British Museum.

Brown; cape, Melville pena., Frank. (Parry, 1822.)

Brown; channel, Coronation gulf, Mack. (Franklin, 1821.)

Brown; island, Melville pena., Frank.; named by Parry, 1822, after a 'friend, Robert Brown.'

Brown; island, Somerset I., Frank.; 'after the amiable sister of Mr. Booth' (*q.v.*). (John Ross, 1829.)

Brown; point, Prince Patrick I., Frank.; after John Brown (1797-1861), English geographer; founded the Ethnological Society in 1843; afterwards became famous as an advocate of expeditions in search of Franklin, and defined the area which the expedition was ultimately found to have reached; in 1858, published 'The North West Passage and Plans for the Search for Sir John Franklin'; named by M'Clintock, 1853.

Browne; bay, Prince of Wales I., Frank.; after W. H. J. Browne, Lieutenant in the *Enterprise* (James C. Ross, 1848-49), and in the *Resolute*, Austin expedition, 1850-51.

Browne; island, Cornwallis I., Frank.; named by Parry, 1820, 'out of respect to my much esteemed friend, Mr. Henry Browne, of Portland-Place,' London.

Bruat; mount, Melville I., Frank.; after Admiral Bruat, second in command of French Black Sea fleet during the Crimean war.

Bruce; point, Devon I., Frank.; probably after Sir Fred. Wm. Adolphus Bruce (1814-67), English diplomatist, youngest son of the 7th Earl of Elgin; Lieutenant Governor of Newfoundland, 1846-47; appointed Agent and Consul-General in Egypt in 1853; plenipotentiary to China, 1858; British representative at Washington, 1865, till death in 1867. Possibly after James Bruce, 8th Earl of Elgin, Governor General of Canada, 1846-54; concluded a reciprocity treaty with the United States, 1854; named by Belcher, 1853.

Brunel; inlet, Boothia pena., Frank.; probably after Sir Marc Isambard Brunel (1769-1849), engineer for Thames tunnel, 1825-43; named by John Ross.

Bryde; island, Queen Maud sea, Frank.; after Johan Bryde, ship-owner, one of the guarantors of the loan to assist in outfitting the Amundsen expedition; named by Amundsen, 1905.

Buchan; bay, Coronation gulf, Mack.; named by Franklin, 1821, 'after my friend, Captain David Buchan'—commanded *Dorothea* and *Trent* in expedition to Spitzbergen, 1818.

Buchanan; bay, Ellesmere I., Frank.; after James Buchanan (1791-1868), fifteenth President of United States.

Buchanan; river, Arctic coast, Mack.; named by Richardson, 1826, 'after James Buchanan, Esq., His Majesty's Consul at New York, whose friendly attention to the officers of the expedition well entitled him to their gratitude.'

Buchanan; river, Backs river, Mack. (Back, 1834.)

Buckingham; island, Norwegian bay, Frank.; after Buckingham Palace, the London residence of the King. (Belcher, 1853.)

Buckland; range, Rocky mountains, Yukon; 'in honour of Professor [William] Buckland' (1784-1865)—English geologist and clergyman; appointed Dean of Westminster, 1845; named by Franklin, 1826.

Buddington; mountain, Baffin I., Frank.; after S. O. Buddington, Master of the *George Henry*, Hall expedition, 1860-2.

Bullen; cape, Devon I., Frank.; named by Parry, 1819, 'after Rear Admiral Joseph Bullen.' In 1794, Capt. Joseph Bullen distinguished himself during the capture of Bastia, Corsica; later, Admiral of the Red.

Bullen; river, tributary to Backs river, Mack.; named by Back, 1834, 'after my much respected friend, Captain-Superintendent Sir Charles Bullen (1769-1853) of Pembroke Dock Yard, under whose command I had once the happiness to serve.' In 1812, Capt. Chas. Bullen commanded the *Volontaire* (38).

Bullock; mount, Bathurst I., Frank.; after Midshipman C. Bullock, in *Resolute*, Austin expedition, 1850-51

Bülow; bay, gulf of Boothia, Kee.; after Henry William, Baron de Bülow, Privy Councillor of Legation, who, in 1831, as the plenipotentiary of Prussia, signed at London, a treaty respecting the limits of Belgium; named by John Ross, 1829.

Bunn; inlet, Melville pena., Frank.; after Thos. Bunn, an officer of the Hudson's Bay Company. (Rae, 1847.)

Bunny; cape, Somerset I., Frank.; named by Parry, 1819, probably after a friend.

Burgoyne; cape, Kent I., Frank.; possibly after Lieut. Hugh Talbot Burgoyne; Captain, 1861; lost with nearly 500 persons on the *Captain*, 1870. Probably named after father of above, Field Marshal Sir John Fox Burgoyne, an eminent engineer officer, who distinguished himself in the Peninsular war.

Burgoyne; bay, Hudson strait, Ung.

Burnett; bay, Devon I., Frank.; after Sir William Burnett (1779-1861), Scottish surgeon; served with great distinction at the Nile and Trafalgar; appointed Physician and Inspector of Hospitals to the Mediterranean fleet in 1810; later, became Physician-General to the Navy. (Parry, 1819.)

Burnett; bay, Banks I., Frank. (M'Clure, 1851.)

Burnett; point, Melville I., Frank.

Burnett; river, Franklin bay, Mack. (Richardson, 1826.)

Burney; cape, Bylot I., Frank.; after Rear Admiral James Burney (1759-1821), an eminent geographer; 1st Lieutenant of the *Discovery*, Cook's 3rd voyage, 1776-80; named by Ross, 1818.

Burnside; river, Bathurst inlet, Coronation gulf, Mack.; possibly after Matthew Burnside, Surgeon, R.N.; named by Franklin, 1821. In 1809, Robert Burnside, Surgeon of the *Domingo* (or *Blake*) was wounded during the capture of Flushing.

Burrow; island, Darnley bay, Arctic coast, Mack.; Franklin's '2nd Journey' says: 'named by Mr. Kendall, after the Reverend Dr. Burrow, of Epping,' England.

Burwell; port, Hudson strait, Ung.; after H. M. Burwell, C.E., Vancouver, B.C., observer stationed here, 1885-86.

Bushnan; cove, Melville I., Frank.; named by Parry, 1820, 'after Mr. Bushnan'—John Bushnan, Midshipman in *Hecla*, 1819-20, and in the *Fury*, 1821-23.

Bushnan; island, Melville pena., Frank. (Parry, 1821.)

Bute; island, Baffin I., Frank.; named by John Ross, 1818, 'in compliment to the noble Marquis,' John, 2nd Marquess of Bute (1793-1848).

Button; bay, mouth of Nelson river, Hudson bay, Kee.; after Captain (afterwards, Admiral Sir Thomas) Button, who commanded an expedition in search of the North West Passage, 1612-13, during which he explored for the first time, the coasts of Hudson bay; d., 1634.

Button; islands, Hudson strait, Ung.

Byam Martin; cape, Bylot island, Frank.; named by John Ross, 1818, after Vice-Admiral Sir Thomas Byam Martin (1773-1854), Comptroller of His Majesty's Navy; in 1812, John Ross commanded the *Briseis* (10) in Baltic fleet, under Rear Admiral Thos. Byam Martin.

Byam Martin; channel, Melville I., Frank. (Parry, 1819.)

Byam Martin; island, Melville sound, Frank. (Parry, 1819.)

Byam Martin; mountains, Bylot I., Frank. (Ross, 1818.)

Bylot; cape, Southampton I., Kee.; named by Parry, 1821, 'as being probably the westernmost land seen by that navigator in 1615.' Robert Bylot was Master of the *Discovery* in 1615 and 1616; also served with Hudson in his last voyage, and with Button and Gibbons—always in the *Discovery*.

Bylot; island, Baffin bay, Frank.

Byron; bay, Victoria I., Frank.; after George Noel Gordon, Lord Byron (1788-1824), a celebrated English poet.

C

Cache; island, Arctic coast, Kee.; named by Rae, 1854, after an Eskimo 'cache' on it.

Cadogan; inlet, Ellesmere I., Frank.; after George, 4th Earl Cadogan (1783-1866); entered Navy, 1796; Post-Captain, 1807; Rear Admiral of the Blue, 1841; Admiral of the Red, 1863; Naval A.D.C. to the Queen, 1837; named by Inglefield, 1853.

Caledon; cape, Devon I., Frank.; after Alex. Du Pre, 2nd Earl of Caledon (1777-1839), Governor of Cape of Good Hope, 1807-11; married Catherine, 2nd daughter of Philip Yorke (*q.v.*), 3rd Earl of Hardwicke. (John Ross, 1818.)

Caledonia; cape, Melville I., Frank.; name given by the Roman writers to the northern portion of Great Britain; now used as a poetical designation of Scotland.

Callaghan; point, Prince Patrick I., Frank.; named by Mecham, 1853, 'after a friend.'

Calthorpe; islands, Baffin I., Frank.; named by Parry, 1823, after George (Gough-Calthorpe), 3rd Baron Calthorpe (1787-1851).

Cam; point, Prince Patrick I., Frank.; named by Mecham, 1853, 'after a friend.'

Cambrian; lake, Kaniapiskau river, Ung.; after 'Cambrian' rocks on the shores of the lake.

Cambridge; bay, Victoria I., Frank.; after H.R.H. Adolphus Frederick, 6th Duke of Cambridge (1774-1850), 7th son of George III. (Simpson, 1839.)

Cambridge; cape, Boothia pena., Frank.; named by Ross, 1831.

Cameron; inlet, Committee bay, Kee.; named by Rae, 1847, 'after a friend,' probably an officer of the Hudson's Bay Company.

Cameron; lake, Simpson pena., Kee. (Rae, 1854.)

Campbell; bay, Arctic coast, long. 104°, Mack.; after Sir Guy Campbell, Major-General in the army and Colonel of the 3rd West India Regiment; *cr.* a Bart., 1815; named by Simpson, 1839.

Campbell; mountains, Yukon; after Robert Campbell (1808-1894), Chief Factor, Hudson's Bay Company, discoverer of the Pelly, Lewes and upper Yukon; named by Dr. G. M. Dawson.

Campbell; peak, northeast of Dawson, Yukon; named by Ogilvie, 1896.

Camperdown; capes, Ellesmere I., Frank.; named by Inglefield, 1852, after Robert Dundas (Duncan), 1st Earl of Camperdown (1785-1859).

Camsell; river, Great Bear lake, Mack.; named by J. M. Bell, 1899, after late J. S. Camsell, Chief Factor of the Hudson's Bay Company, in charge of fort Simpson in 1888. Also, after his son, Chas. Camsell, Geological Survey

Canada; point, Bylot I., Frank.; 'after the first ship of the Canadian Marine Service.' (Bernier.)

Canning; cape, Prince Patrick I., Frank.; possibly after Chas. John Canning, Earl Canning (1812-1862), an English statesman; Postmaster General, 1853-55; Governor General of India, 1855-62. Probably after Stratford Canning, Viscount Stratford de Redcliffe (1786-1880), an English diplomatist; was ambassador at Constantinople, 1841-58.

Cannon; inlet, Hudson strait, Frank.; named by R. Bell, after a cannon he found in 1877, in this cove partly buried in the gravel.

Cannon-shot; reach, Mackenzie river, Mack.; 'the banks on the eastern side of Trading river, consisting of hills of a light yellow marble-slate, nearly uniform in shape, and strongly resembling piles of cannon-shot.'

Canrobert; hills, Melville I., Frank.; after Marshal François Certain Canrobert (1809-95), a marshal of France; commanded the French army in the Crimea, 1854-55.

Capel; cape, Bathurst I., Frank.; named by Parry, 1820, after Admiral Sir Thomas Bladen Capel (1776-1853); in 1813, Parry was Lieutenant in *La Hogue*, Capt. Capel, commanding.

Carcajou; rock, Mackenzie river, Mack.; from the fancied resemblance of a weathered knob of rock which stands prominently out from the face of the hill, to the animal of this name (wolverine).

Cardigan; strait, Kent and Devon Is., Frank.; after Col. James Thomas Brudenell, 7th Earl of Cardigan (1797-1868); Major-General, 1854; led the famous charge of the Light Brigade at Balaklava. (Belcher, 1853.)

Cardwell; cape, Banks I., Frank.; after Edward Cardwell, Viscount Cardwell (1813-86), an English statesman; was President of the Board of Trade, 1852-55; Secretary for War, 1868-74. (M'Clure, 1852.)

Carey; lake, Dubawnt river, Mack.; named by J. B. Tyrrell, after his father-in-law, Rev. Dr. Carey, St. John, N.B.

Cargenholm; cape, Baffin I., Frank.; named by Ross, 1818, probably after Cargenholm seat, Kirkcudbrightshire, Scotland.

Carl XIV Johan; cape, Boothia pena., Frank.; after Charles XIV., King of Norway and Sweden (originally, Jean Baptiste Jules Bernadotte); named by John Ross, 1830.

Carl Ritter; bay, Ellesmere I., Frank.; after Carl Ritter (1779-1859), celebrated German geographer.

Carter; bay, Prince Patrick I., Frank.; named by Mecham, 1853, 'after a friend.'

Carmack; creek, Klondike river, Yukon; after Carmack, the discoverer of gold in Bonanza creek.

Cary; island, James bay, Ung.; named by James, 1631, 'in memory of that Honourable Gentleman Master Thomas Carie, one of the Bed-Chamber to the King.'

Cary's Swan Nest; cape, Coats I., Kee.; named by Button, 1612. Miller Christy says, 'Possibly the nest of a swan was there discovered by one of his crew named Cary—or the place may have been named after the Earl of Monmouth of that day (whose family name was Carey)—or it may have been named after Mr. Allwin Carey, who may have formed one of Button's companions or been appointed to superintend the fitting out of the ship for the voyage—or Button may have named the place after Sir Henry Carie, "Master of our Jewell House," who was one of those incorporated under the Charter of the Company for Discovering the North-west Passage.' Probably after Alwin Carye, Supercargo in Baffin's voyages, 1615 and 1616.

Castlereagh; cape, Bylot I., Frank.; after Robert (Stewart) 2nd Marquess of Londonderry (1769-1822), *styled* Viscount Castlereagh, 1796-1821; M.P., 1794-1800 and 1812-21; Chief Secretary for Ireland, 1798-1801; President of India Board, 1802-06; Secretary of War, 1805-06 and 1807-09; Foreign Secretary, 1812-22. (John Ross, 1818.)

Cassiar; mountain range, B.C., and Yukon; a corruption of the Indian name 'Kaska,' which is applied collectively to two tribes occupying the country to the eastward of the Stikine river.

Castor and Pollux; river, Arctic ocean, Kee.; after the two boats used by Dease and Simpson in 1839—'so perfectly alike and admirable were they, that they were honoured with the classical appellations of the twins, Castor and Pollux.' (Simpson.)

Catherine; point, Melville I., Frank.; named by Parry, 1820, probably after Catherine Edwards, daughter of the Rev. R. Hankinson, Rector of Walpole, Lynn, widow of Samuel Hoare, Jun., of Hampstead, and Parry's second wife.

Cator; harbour, Bathurst I., Frank.; after Lieut. Commander John Bertie Cator, in the *Intrepid* in Austin expedition, 1850-51.

Cedar; lake, Saskatchewan river, Kee.; after occasional groves of cedar growing on its shores.

Chads; point, Melville I., Frank.; after Capt. Henry Chads (1819-1906), H.M.S. *Portland*, on Pacific coast, 1850-53; Admiral, 1877; K.C.B., 1887; named by Vesey Hamilton, after his old commander in the *Excellent*.

Challenger; mountains, Ellesmere I., Frank.; named by Nares after H.M.S. *Challenger* of the British scientific expedition for the exploration of the deep sea, 1872-76. Nares commanded the *Challenger* till appointed to command of the Arctic expedition of 1875-76.

Chamberlain; island, Hudson strait, Frank.; after Joseph Chamberlain, famous British statesman.

Chamberlin; river, Dubawnt river, Mack.; after Prof. T. C. Chamberlin, Chicago University, Chicago; in 1889, was in charge of Glacial division, U. S. Geological Survey.

Chandler; bay, Ellesmere I.; Frank.; probably after Zachariah Chandler (1813-79), an American politician; was Secretary of the Interior, 1875-77. (Greely.)

Chantry; island, Arctic coast, Mack.; after Sir Francis Legatt Chantry (1781-1842), sculptor. (Richardson.)

Chantry; mountain, Arctic coast, Kee.; named by Back, 1834.

Chapel; cape, Baffin I., Frank.; named by Hall, 1862, after Capt. Edward A. Chapel, of the whaling brig *Monticello.*

Chapel; inlet, Hudson bay, Kee. (Hall, 1864.)

Chapell; inlet, Baffin I., Frank.; named by Hall, 1860, after Richard H. Chapell, New London, Conn.

Chapman; cape, Boothia gulf, Kee.; named by Rae after A. Chapman, M.P., Director of the Hudson's Bay Company.

Chapman; island, Coronation gulf, Mack. (Simpson.)

Charles; island, Hudson strait, Ung.; in 1610, Hudson mistook it for part of the mainland and named it mount Charles, probably after Prince Charles, son of James I., later, King Charles I.

Charles; point, Sullivan inlet, Bathurst I., Frank.; named by Richards, 1853, after Sir Chas. Sullivan, Bt., Admiral of the Blue, 1862.

Charles Dickens; point. (*See* Dickens point.)

Charles Yorke; cape. (*See* Yorke cape.)

Charlton; island, James bay, Ung.; after Prince Charles (later, Charles II.); named by James on the Prince's birthday, 29th May, 1632.

Chase; island, Baffin I., Frank.; after Salmon Portland Chase (1808-73), an American statesman and jurist. (Hall.)

Cheere; island, Coronation gulf, Mack.; named by Franklin, 1821, possibly after Commander John Cheere, R.N.

Cheops; mount, Ellesmere I., Frank.; from its resemblance to the famous pyramid, which, more correctly, Khufu, after its builder *ca.* 2800-2700 B.C.

Chesterfield; inlet, Hudson bay, Kee.; named *ca.* 1749, after Philip Dormer (Stanhope), 5th Earl of Chesterfield (1694-1773); Ambassador to the Hague, 1728-32 and in 1745; Lord Lieutenant of Ireland, 1745-46; Secretary of State, 1746-48; well known as the author of 'Chesterfield's Letters' and other works, and was distinguished for his wit and vivacity.

Cheyne; island, off Bathurst I., Frank.; after J. P. Cheyne, Midshipman in the *Enterprise*, James C. Ross expedition, 1848-49, and in the *Resolute*, Austin expedition, 1850-51; Lieutenant in the *Assistance*, Belcher expedition, 1852-54.

Cheyne; point, Griffith I., Frank.

Chidley; cape, Hudson strait, Ung.; named by Davis, 1587, after 'The Worshipful M. John Chidley of Chicley in the countie of Devon, esquire, who was apparently chief promoter of an expedition which sailed anno 1589, for the famous Province of Kranco on the coast of Chili by the streight of Magellan.'

Chimo; fort, Koksoak river, Ung.; an Eskimo word of salutation, meaning 'are you friendly.'

Christian Frederick; cape, Boothia pena., Frank.; probably after the Crown Prince of Denmark (1786-1848), afterwards Christian VIII.; King of Denmark, 1839-48; was eldest son of Frederick and step-brother of Christian VII.; named by John Ross, *ca.* 1833.

Christians Monument; mountain, Boothia pena., Frank.; from its being shaped like a tomb. (John Ross, 1829.)

Christie; bay, Great Slave lake, Mack.; named by Back, 1833, 'after Mr. Chief Factor Christie, of the Hudson's Bay Company's service, whose prompt and courteous services I have pleasure again in alluding to'; probably same derivation as Christie lake (*q.v.*).

Christie; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Company.

Christie; lake, Rae isthmus, Kee.; named by Rae, 1847, after Alexander Christie, the, then, Hudson's Bay Company's Governor for Red River Colony.

Christie; mountain and pass, Mack. and Yukon; after J. M. Christie, prospector.

Church; mountain, Ellesmere I., Frank.; named by Hayes, after Frederick Edwin Church (1826-1900), an American landscape painter.

Churchill; cape, fort and river, Kee.; after John Churchill, 1st Duke of Marlborough (1650-1722), Governor of the Hudson's Bay Company, 1685-91; famous English general and statesman; Captain General of all British forces, 1702; won the battles of Blenheim, 1704, Ramillies, 1706, Oudenarde, 1708, and Malplaquet, 1709.

The river has been known by several names:—'English,' because the English fur-traders ascended it to trade with the Indians; 'Beaver,' from the numerous beaver on it at one time, and 'Missinipi,' great water, the Indian name.

Cincinnati Press; channel, Baffin I., Frank.; named by Hall, 1862, after the Associated Press of Cincinnati, Ohio.

Clapperton; island, Arctic coast, Mack.; named by Richardson, 1826, 'in honour of the undaunted explorer [Hugh Clapperton, 1788-1827], of central Africa.'

Clara; cape, Somerset I., Frank.; named by John Ross, 1829, after a member of a family 'to whose kindnesses in fitting up we were much indebted'—probably Clara Fearnall (*q.v.*).

Clarence; cape, Somerset I., Frank.; named by Parry, 1819, after H.R.H. Prince William Henry (1765-1837), Duke of Clarence, 3rd son of George III.; Admiral of the Fleet, 1811; Lord High Admiral, 1827-28; ascended the throne as William IV., 1830.

Clarence; group, Boothia pena., Frank. (Ross, 1830.)

Clarence; head, Ellesmere I., Frank. (John Ross, 1818.)

Clarence; river, Arctic coast, Yukon. (Franklin, 1826.)

Clark; mountain, Mackenzie river, Mack.; after a Chief Factor of the Hudson's Bay Company, who ascended it and took breakfast on the summit, leaving there a flagon of brandy for future adventurers.

Clarke; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Company.

Clausen; point, Victoria I., Frank.; named by Hansen, 1905, after Lieut. V. C. Clausen, Danish navy.

Claxton; point, Cornwallis I., Frank.; named by McDougall, 1853, probably after Commander Christopher Claxton, R.N.

Clearwater; lake, southeast of Hudson bay, Kee.; descriptive.

Clement; land, Baffin I.. Frank.; named by Hall, 1862, after W. H. Clement, Cincinnati.

Clements Markham; inlet, Ellesmere I., Frank.; after Sir Clements Robert Markham (*q.v.*); b., 1830; an English traveller, geographer and historian; was Midshipman in the *Assistance* in Austin expedition, 1850-51.

Clerk; island, Arctic coast, Mack.; named by Franklin, 1821, after Sir George Clerk (1787-1867), Lord of the Admiralty.

Cleverly; point, Melville I., Frank.; after the captain of De Bray's sledge—De Bray was Mate of the *Resolute*, Belcher expedition, 1852-54.

Clifton; cape, Banks I., Frank. *See* Clifton point (M'Clure, 1852).

Clifton; point, Arctic coast, Mack.; named by Richardson, 1826, 'after Waller Clifton, Esq., Secretary of the Victualling Board.'

Clinton-Colden; lake, northeast of Great Slave lake, Mack.; named by Back, 'as a mark of respect to the memory of those distinguished individuals,' De Witt Clinton (1769-1828), and Cadwallader David Colden (1769-1834), American lawyers and statesmen.

{ **Clouston**; points, Simpson pena., Kee.; named by Rae after 'James and Robert Clouston, two intimate friends'—officers of the Hudson's Bay Company.
Clouston; bay, Victoria I., Frank. (Rae, 1851.)

Clumber; point, Victoria I., Frank.; named by M'Clure (or Wynniatt), *ca.* 1851-54; from its proximity to Worksop head (*q.v.*), probably after Clumber Park, a seat of the Duke of Newcastle, N. Notts, three miles S.E. of Worksop. The Duke of Newcastle was Secretary of State for the Colonies, 1852-54, for War, 1854-55, and for the Colonies, 1859-64.

Clut; lake, Mack.; after His Lordship Bishop Clut, R.C. Diocese of Mackenzie River. (Petitot.)

Clyde; bay, Baffin I., Frank.; named by John Ross, 1818, after Clyde river, Scotland.

Coats; island, Hudson bay, Kee.; after Captain W. Coats of the Hudson's Bay Company's service, who made many voyages to Hudson bay between 1727 and 1751.

Coburg; island, Jones sound, Frank.; this replaces the non-existent Coburg bay, of John Ross, 1818, which he named after Prince Leopold of Saxe-Coburg, Germany, husband of Princess Charlotte (1796-1817), who was only child of George IV.

Cockburn; bay, Arctic coast, Kee.; named by Back, 1834, 'in compliment to the first Chairman of the Arctic Committee, Vice-Admiral Sir George Cockburn' (1772-1853), Lord of the Admiralty, 1834-35 and 1841-46. Parry says that he named the northern portion of Baffin island after Cockburn, 'whose warm personal interest in everything relating to northern discovery can only be surpassed by the public zeal with which he has always promoted it.'

Cockburn; cape, Bathurst I., Frank. (Parry, 1819.)

Cockburn; cape, Philpot I., Frank.

Cockburn; islands, Coronation gulf, Mack. (Franklin, 1821.)

Cockburn; land, northern portion of Baffin I., Frank. (Parry, 1822.)

Cockburn; point, Dolphin and Union strait, Mack. (Richardson, 1826.)

Cocked Hat; island, Ellesmere I., Frank.; from its resemblance to a cocked hat.

Colan; cape, Ellesmere I., Frank.; after Thomas Colan, Fleet-Surgeon in H.M.S. *Alert*, Nares expedition, 1875-6.

Colborne; cape, Victoria I., Frank.; named by Simpson, 1839, 'after the heroic defender of Canada,' Sir John Colborne (1778-1863), an English general; served with distinction in the Peninsula and at Waterloo; Lieut. Governor of Upper Canada, 1830-38; General, 1854; Field Marshal, 1860.

Colby; mountain, Melville range, Arctic coast, Mack.; named by Richardson, 1826, 'after Colonel Colby, of the Royal Engineers, one of the Members of the Board of Longitude'—Major-General Thomas Frederick Colby (1784-1852).

Colgate; cape, Ellesmere I., Frank.; after James Colgate, member of Peary Arctic Club. (Peary.)

Collingwood; cape, Melville I., Frank.; after H.M.S. *Collingwood*, flagship of Sir Geo. F. Seymour, on the Pacific station, 1844-48; named by Richards, 1853.

Collins; cape, Dundas I., Frank.; named by Penny, 1851, 'after [Henry F. Collins] Second Master of the *Erebus*,' one of the vessels of the ill-fated Franklin expedition, 1845-48.

Collinson; cape, Banks I., Frank.; after Captain (later, Admiral Sir Richard) Collinson (1811-83); commanded an expedition in search of Franklin, 1850-54. (Nares, 1875.)

Collinson; cape, Ellesmere I., Frank. (Nares, 1875.)

Collinson; cape, Prince of Wales I., Frank.

Collinson; cape and inlet, Victoria I., Frank.

Collinson; inlet, King William I., Frank. (M'Clintock, 1859.)

Colmer; cape, Hudson strait, Frank.; named by R. Bell, 1887, after J. G. Colmer, C.M.G., then, Secretary to the High Commissioner for Canada, London.

Colquhoun; cape, Banks I., Frank.; named by M'Clure, 1851, after Col. Colquhoun, R.A.

Colquhoun; cape, Melville I., Frank.

Colquhoun; range, Prince of Wales I., Frank.; named by Kennedy, 1852, after Col. Colquhoun, R.A., 'for whose instructions in the use of Copeland's blasting-cylinders in the ice I was much indebted.'

Columbia; cape, Ellesmere I., Frank.; poetical name of the United States; name given by Nares, as it is the most northerly point of North America.

Colville; bay, Committee bay, Kee.; named by Rae, 1847, 'in honour of [Andrew Colville], the Deputy Governor of the Hudson's Bay Company,' 1839-52; Governor, 1852-56.

Colville; cape, Franklin isthmus, Kee. (Rae.)

Colville; hills, Victoria I., Frank. (Rae, 1851.)

Colville; island, Arctic coast and lake, Mack. (Franklin.)

Colville; mountains, Victoria I., Frank. (Rae.)

Combermere; cape, Ellesmere I., Frank.; named by Inglefield, 1852, after Lieut.-General Sir Stapleton Cotton (1773-1865), *cr.* Viscount Combermere, 1827; served with distinction in India and in the Peninsula; Major-General, 1805; Field Marshal, 1855.

Comfort; cape, Southampton I., Kee.; named by Bylot, 1615; 'this [the falling of the tide] put us in great hope of a passage this way.'

Comfort; cove, Melville I., Frank.; named by a sledge party from H.M.S. *Resolute*, as they found here a piece of driftwood, which they kindled and enjoyed the luxury of a fire.

Comfort; point, Mack.; named by Dease and Simpson, who, after a long, cold fast, here found materials for a fire to prepare supper.

Committee; bay, Arctic coast, Frank and Kee.; named by Rae, 1847, after the Committee of the Hudson's Bay Company.

Cone; island, Jones sound, Frank.; from its conical form.

Confidence; fort, Mack.; name given by Dease and Simpson to their winter quarters on Great Bear lake to express the feelings with which they undertook their Arctic exploration.

Conger; mountains, Ellesmere I., Frank.; named by Greely, 1882, after Edwin Hurd Conger, b. 1843, an American politician and diplomat.

Coningham; bay, Prince of Wales I., Frank.; named by M'Clintock, 1859, after W. Coningham, M.P., one of the subscribers to the expedition. A Mr. Coningham was brother-in-law of Fitzjames, Commander of the *Erebus* in the Franklin expedition.

Connell; mountain, Ellesmere I., Frank.; after Maurice Connell, Greely expedition, 1881-84.

Connery; river, Kee.; named by Schwatka, after Thomas B. Connery, New York.

Conolly; bay, long. 105°, Arctic coast, Mack.; named by Simpson, 1839, after Conolly, Hudson's Bay Company, father-in-law of Sir James Douglas.

Contwoyto; lake, southwest of Bathurst inlet, Mack.; Indian name for 'Rum lake'; named by Franklin 'in consequence of Mr. Hearne having here given the Indians who accompanied him, some of that liquor.'

Conybeare; bay, Ellesmere I., Frank.; named by Nares, 1875-76, after Sub. Lieut. Crawford I. M. Conybeare, in the *Discovery*.

Conybeare; mountain, Rocky mountains, Yukon; named by Franklin, after William Daniel Conybeare (1787-1857), an English geologist and divine.

Cook; lake, Hoarfrost river, Mack.; named by Back, 1833.—'It brought to my mind far distant friends,—one especially long known and well esteemed; in remembrance of whom I gave the sheet of water before me the name of Cook's lake.'

Cooper Key; mountains, Ellesmere I., Frank.; after Admiral Sir Astley Cooper Key (1821-88); entered Navy, 1833; Lieutenant, 1842; Vice-Admiral, 1873; Admiral, 1878; First Lord of the Admiralty, 1879; named by Nares, 1876.

Copeland; islands, Boothia pena., Frank.; named by John Ross, 1829, possibly after Copland Hutchison (*q.v.*).

Copenhagen; cape, Victoria I., Frank.; named by Hansen, 1905, after his birthplace, Copenhagen, Denmark.

Copper; mountain, Coppermine river, Mack.; named by Franklin, after the copper ore found there.

Coppermine; river, Mack.; named by Hearne, 1771, after the copper reported as found on its banks.

Corbett; inlet, Hudson bay, Kee.; named by Ellis, 1746, after Thomas Corbett, an official—probably Secretary—of the Admiralty.

Corcoran; point, Melville pena., Frank.; named by Rae, 1847, 'after an intimate friend'—a Chief Trader of the Hudson's Bay Company.

Cormorant; islands, lake Winnipegosis, Kee.; from the 'great numbers of cormorants' that, annually, rear their young among them.

Cornell Grinnell; bay, Baffin I., Frank.; named by Hall after Cornelius Grinnell (*q.v.*).

Cornwall; island, Frank.; named by Belcher, 1852, after one of the titles of the Prince of Wales, later, King Edward VII.

Cornwallis; island, Frank.; named by Parry, 1819, after 'Admiral the Hon. Sir William Cornwallis [1744-1819], my first naval friend and patron.' In 1803, Parry joined the *Ville de Paris*, flagship of the Channel fleet, commanded by Admiral the Hon. W. Cornwallis.

Coronation; gulf, Arctic coast, Mack.; named by Franklin, 1821,—'I have distinguished by the appellation of George IV's Coronation Gulf, in honour of His Most Gracious Majesty, the latter name being added to mark the time of its discovery.'

Corrigal; lake, Boothia pena., Kee.; named by Rae after John Corrigal, steersman of the boat *North Pole*, Rae expedition, 1846-47.

Cotter; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Co.

Couch; pass, between Baillie Hamilton and Dundas islands, Wellington channel, Frank.; after E. Couch, Mate of H.M.S. *Erebus* in the ill-fated Franklin expedition, 1845-48.

Coulman; cape, Somerset I., Frank.; named by Jas. C. Ross, 1839, after his father-in-law, 'Thomas Coulman, Esq., of Whitgift Hall, Goole.'

Countess of Warwick; sound, Baffin I., Frank.; named by Frobisher, 1577, after 'that right honourable and vertuous lady, Anne, Countess of Warwicke'—3rd wife of Ambrose Dudley, 21st Earl of Warwick, and daughter of the 2nd Earl of Bedford; d., 1603/4.

Couper; islands, Coronation gulf, Mack.; named by Franklin, 1821, 'in honour of a friend of' Dr. Richardson.

Court; point, Somerset I., Frank.; after Stephen Court, 2nd Master in the *Investigator*, M'Clure's voyage, 1850-54.

Court; point, Banks I., Frank.

Coutts; cape, Baffin I., Frank.; named by Jno. Ross, 1818, after Thomas Coutts (1753-1827), founder of the English banking firm of Coutts & Co.

Coutts; inlet, Baffin I., Frank.

Coutts; island, Boothia pena., Frank. (M'Clintock.)

Coutts Lindsay; island, Boothia pena., Frank.; named by Ross, *ca.* 1832, probably after Sir Coutts Lindsay, b. 1824, 2nd Bart., succeeding his grandfather, 1837. Possibly after father of foregoing, viz., Lieut.-General James Lindsay (1793-1855), who married Anne, eldest daughter of Sir Coutts Trotter, 1st Bart. Though not so stated, he may have also taken his wife's surname.

Cowan; lake, southern Kee.; named by D. B. Dowling after a settler, residing on the shores of the lake.

Cowie; mount, Prince of Wales I., Frank.; named by Kennedy, 1852, after Robert Cowie, Surgeon of the *Prince Albert*, 1851-53.

Cowie; point, Melville pena., Frank.; named by Rae after 'an old friend,' probably an officer of the Hudson's Bay Company.

Cowper; point, Prince of Wales I., Frank.; named by Ommanney, 1851, after Hon. William Francis Cowper, M.P., Lord of the Admiralty, 1846-52 and 1852-55.

Cowper; point, Victoria I., Frank.; discovered by Wynniatt, 1851.

Coxe; islands, Melville pena., Frank.; named by Lyon, 1822, probably after a friend.

Cracroft; bay, Franklin bay, Mack.; named by Richardson, 1826, after Thomas Robert Cracroft, who married Isabella, sister of Franklin.

Cracroft; river, tributary of Burnside river, Mack. (Franklin, 1821.)

Cracroft; cape, Baffin I., Frank.; named by Hall, after Miss Sophia Cracroft, daughter of Thos. Cracroft and, therefore, niece of Sir John Franklin; she was the devoted companion of Lady Jane Franklin.

Cracroft; cape, Devon I., Frank. (Belcher.)

Cracroft; cape, Ellesmere I., Frank.

Cracroft; sound, Bathurst I., Frank.

Crauford; cape, Baffin I., Frank.; named by Parry, 1820, 'after my much esteemed friend, Mr. William Petrie Crauford.'

Crawford; island, Melville pena., Frank.; named by Parry, after George Crawford, Greenland Mate in the *Hecla*, Parry's 1st expedition, 1819-20, and in the *Fury*, Parry's 2nd expedition, 1821-23.

Crawford; point, Winter I., Melville pena., Frank. (Parry, 1821.)

Cree; *see* Enemy, lake of the.

Crescent; island, Devon I., Frank.; so called from its crescentic outline.

Creswell; bay, Somerset I., Frank.; named by Parry, 1825, 'after my much esteemed friend, Francis Creswell.'

Cresswell; cape, Ellesmere I., Frank.; named by Nares, 1876.

Crocker; island, Frank.; named by Peary, after George Crocker, member of the Peary Arctic Club.

Croker; bay, Devon I., Frank.; after John Wilson Croker (1780-1853), Secretary to the Admiralty, 1809-30; named by Parry, 1819, when he found that the 'Croker mountains' of Ross were non-existent.

Croker; cape, Coronation gulf, Mack. (Franklin, 1821.)

Croker; river, Arctic coast, Mack. (Richardson, 1826.)

Crooked; lake, Ung.; translation of the Indian name, '*washkagame.*'

Crooks; inlet, Hudson strait, Frank.; named by R. Bell, after Ramsay Crooks, President, American Fur Co., and partner of J. J. Astor, founder of Astoria, Columbia river.

Cross; lake, Saskatchewan river, Kee.; is so named as being 'à travers' or athwart the river connecting Cedar and Winnipeg lakes.

Crowe; island, Baffin I., Frank.; named by Foxe, after Sir Sackville Crowe, Treasurer of the Navy; name now obsolete.

Crown Prince Gustav; sea, Frank.; after the Crown Prince of Sweden.

Crown Prince Olav; cape, Victoria I., Frank.; named by Amundsen, 1905, after the Crown Prince of Norway, b. 1903.

Crozier; bay, Prince of Wales I., Frank.; after Capt. Francis R. M. Crozier, Midshipman in *Fury* (Parry, 1821-23), and in *Hecla* (Parry, 1824-25); Captain of *Terror* in Franklin expedition, and in command of expedition after Franklin's death in 1847.

Crozier; cape, Banks I., Frank. (M'Clure.)

Crozier; cape, Dundas I., Frank. (Penny, 1851.)

Crozier; cape, King William I., Frank. (M'Clintock, 1859.)

Crozier; cape, Melville pena., Frank. (Rae.)

Crozier; channel, Prince Patrick and Eglinton islands, Frank.

Crozier; island, Ellesmere I., Frank.

Crozier; island, Queens channel, Frank. (Penny.)

Crozier; river, Melville pena., Frank. (Rae.)

Crozier; strait, Bathurst I., Frank.

Culgruff; creek, Melville pena., Frank.; named by Parry, 1821, at the request of James Ross, after a friend.

Culgruff; point, King William I., Frank.; named by Jas. C. Ross, 1830.

Cumberland; cape, Boothia pena., Frank.; named by Ross after Ernest Augustus, 5th Duke of Cumberland (1771-1851), 3rd son of George III.; General, 1803; Field Marshal, 1813; King of Hanover, 1837.

Cumberland; gulf, Baffin I., Frank.; named by Davis, 1587, after George (Clifford), 3rd Earl of Cumberland (1558-1605), a famous mathematician and navigator; Admiral, 1598.

Cunningham; inlet, Somerset I., Frank.; named by Parry, 1819, 'after Captain Charles Cunningham [1755-1834] of the Royal Navy, resident Commissioner at Deptford and Woolwich, to whose kindness and attention we were much indebted during the equipment of the ships for this service'—later, Rear Admiral Sir Charles Cunningham. In 1799, Capt. Chas. Cunningham, in the *Clyde* (38), captured the *Vestale* (36).

Cunningham; mountains, Devon I., Frank.; named by John Ross, 'in compliment to some friends of that name.' Probably after Capt. Chas. Cunningham (*see* above.)

Cupola; mountain, Richardson range, Rocky mountains, Yukon; descriptive of its appearance.

Curtis; lake, Boothia pena., Frank.; named by Ross, probably after Admiral Sir Roger Curtis. In 1798, 'a reinforcement, consisting of eight sail of the line, under Rear Admiral Sir Roger Curtis,' joined the fleet off Cadiz.

Cutlar Fergusson; island, Boothia pena., Frank.; named by John Ross after the Rt. Hon. Cutlar Fergusson, M.P.

Cuvier; island, Boothia pena., Frank.; named by John Ross after Baron Georges Leopold Chretien Frederick Dagobert Cuvier (1769-1832), celebrated French naturalist.

Cyclops; cape, Melville I., Frank.; after the *Cyclops*, steam frigate, employed on west coast of Africa, 1848-51. (Belcher.)

Cyrus Field; bay, Baffin I., Frank.; named by Hall after Cyrus West Field (1819-92), founder of the Atlantic Cable Co.

D

D'Abbadie; river, Yukon; after M. Antoine d'Abbadie, Membre d'Institut, French explorer; named by Schwatka.

Dahadinni; river, tributary of the Mackenzie river, Mack.; from the Indian name '*dawhoot-dinneh*.'

Dalgetty; cape, Prince of Wales I., Frank.; after F. T. Dalgetty, one of the subscribers to the expedition. (M'Clintock, 1859.)

Dalhousie; cape, Arctic coast, Mack.; named by Richardson, 1826, 'in honour of His Excellency the Governor-in-Chief of the Canadas'—George (Ramsay), 9th Earl of Dalhousie (1770-1838); General, 1830; Lieut.-Governor of Nova Scotia, 1816; Governor General of Canada, 1820-28; Commander-in-Chief in the East Indies, 1829-32.

Dalrymple; island, Boothia pena., Frank.; named by John Ross, 'on account of its similarity to the crest of that family'—the crest of the Dalrymple family (now Dalrymple-Hay) is 'a rock, ppr., over it the motto, Firm.'

Dalrymple Hay; cape, Boothia pena., Frank.; named by Ross, 1829, probably after Sir John Dalrymple-Hay, 1st Bart. (1794-1812).

Dalton; post, range of mountains and trail, Yukon; after J. Dalton, who cut out and improved the old Indian path and made it an excellent trail for pack-horses from the coast to the interior.

Daly; bay, Roes Welcome, Hudson bay, Kee.; after the Hon. Charles P. Daly, sometime, President of the American Geographical Society, New York. (Schwatka.)

Daly; cape, Baffin I., Frank. (Hall, 1861.)

Daly; promontory, Ellesmere I., Frank. (Nares, 1875.)

Daly; river, Yukon. (Schwatka.)

Daly; lake, Dubawnt river, Mack.; named by J. B. Tyrrell, after the Hon. T. Mayne Daly (1852-1911), Minister of the Interior, 1892-96.

Dames; point, Prince Patrick I., Frank.; named by Mecham, 1853, 'after a friend.'

Danby; island, James bay, Ung.; after Henry Danvers, 1st Earl of Danby (1576-1644); Lieut.-General of the Horse, 1599; *cr.* Earl of Danby, 1625; named by James, 1631.

Daniell; cape, Devon I., Frank.; named by Dr. R. M. Macormick, 1852, 'after a friend enrolled in the annals of African discovery'; (not indicated on Devon I., on chart and, apparently, transferred to Bathurst I.—probably changed by Admiralty).

Daniell; point, Bathurst I., Frank. (*See* foregoing.)

Danish; strait, between King Christian and Ellef Ringnes islands, Frank.; named by Sverdrup, 1901; some of Sverdrup's officers were Danes.

Darcie; island, Hudson bay, Ung.; named by Davis, 'after Thomas D'Arcy, 3rd Baron D'Arcy of Chiche [*suc.* 1580], was created Earl Rivers in 1626, and died 1639.'

Darnley; bay, Arctic coast, Mack.; named by Richardson, 1826, 'in honour of the Earl of Darnley'—John (Bligh), 4th Earl of Darnley (1767-1831).

Dauntless; mount, Grinnell pena., Devon I., Frank.; named by Belcher, 1853, after one of his sledges.

Davidson; point, Baffin I., Frank.; after Tyler Davidson, Cincinnati. (Hall, 1861.)

Davidson; point, Devon I., Frank.; named by Penny, 1851, after 'a well known gentleman of Aberdeen,' Scotland.

Davidson; point, Royal Geographical Society group, Frank.; after Prof. George Davidson, President of the Geographical Society of the Pacific; named by Amundsen, 1905.

Davieau; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Company.

Davis; strait, Baffin I. and Greenland; after John Davis, famous Arctic navigator; made voyages to Davis strait and Baffin bay in 1585, 1586 and 1587.

Davy; island, Barrow strait, Frank.; after Sir Humphrey Davy (1778-1829), philosopher; celebrated English chemist; invented the safety-lamp, 1815; *cr.* a baronet, 1818; President of the Royal Society, 1820-29. (Parry, 1819.)

Davy; mountain, Melville range, Arctic coast, Mack. (Richardson.)

Dawson; city, Yukon; after the late George M. Dawson, C.M.G., LL.D., Director of the Geological Survey, and explorer of the Stikine, Dease, Frances, Pelly, Lewes and other Yukon rivers.

Dawson; peaks, near Teslin lake, Yukon.

Dawson; range, near confluence of Lewes and Pelly rivers, Yukon.

Deadman; island, Great Slave lake, Mack.; from a massacre committed by a war party of Beaver Indians, who surprised a body of Dog-rib Indians encamped there, and destroyed them all.

Dealey; island, Melville I., Frank.; named by Parry, 1819, after William J. Dealey, Midshipman of the *Hecla*. ('Dealy,' on chart.)

Dean; point, Prince of Wales I., Frank.; after William Dean, carpenter in the *Investigator*, 1848-49; in the *Assistance*, 1850-51, and in the *Resolute*, 1852-54.

Deans Dundas; bay, Victoria I., Frank.; after Sir James Whitley Deans Dundas (1785-1862), sometime, Lord Commissioner of the Admiralty. (*See* also, Dundas.)

Deas; cape, Southampton I., Kee.; named by Parry, 1821, 'after Mr. [John] Deas Thomson, one of the Commissioners of His Majesty's Navy.'

Deas Thompson; point, Arctic coast, Mack.; named by Richardson, 1826, 'in honour of John Deas Thompson, Esq., Commissioner of His Majesty's Navy.'

Dease; bay and river, Great Bear lake, Mack.; after Peter Warren Dease, Chief Factor, Hudson's Bay Company; accompanied Franklin's expedition, 1825-27; senior officer of the Dease and Simpson expedition, 1837-39; named by Franklin.

Dease; peninsula, Arctic coast, Kee. (Rae.)

Dease; point, Kent pena., Mack.

Dease; strait, south of Victoria I., Frank.

Death; river, tributary of the Kaniapiskau, Ung.; translation of the Indian name '*tipa*.'

De Bray; cape, Melville I., Frank.; after Emile De Bray, of the French Navy, who was attached to the Belcher expedition, 1852-54.

Decision; point, Cornwallis I., Frank.; named by Penny, 1851, to commemorate his deciding to have provisions sent to this point.

Deer; sound, Wager inlet, Kee.; named by Middleton, 1742, after the deer that the Indians shot at this place.

De Boucherville; *see* Boucherville.

De Haven; point, Cornwallis I., Frank.; named by Penny, 1851, 'out of compliment to the Commander of the American expedition, who so nobly came out in search of our lost countrymen'—Lieut. Edwin J. De Haven, commanded the United States-Grinnell expedition to Wellington channel, 1850-51.

De Haven; point, Victoria I., Frank.

De la Beche; bay, Bathurst I., Frank.; after Sir Henry Thos. De la Beche (1796-1855), a noted English geologist.

De la Roquette; cape, Ellesmere I., Frank.; named by Hayes after M. de la Roquette, Vice-President of the Geographical Society, Paris; author of a biography of Franklin.

De la Roquette; island, Somerset I., Frank. (M'Clintock, 1859.)

Delay; point, Cornwallis I., Frank.; named by Penny, 1851, as the non-arrival of some of his party delayed him at this point.

Delesse; lake, expansion of Macfarlane river, Mack.; after M. Delesse, an officer of the Geographical Society, Paris.

Delthore; peak, Gravel river, Rocky mountains, Mack.; Montagnais name, meaning 'mountain of yellowish colour'—descriptive.

Denmark; fiord, Victoria I., Frank.; after Denmark; named by Amundsen, 1905, probably because Hansen, his 1st Lieutenant was a Dane.

Depot; bay, Boothia pena., Frank.; named by M'Clintock, 1858, after a depot of provisions he landed there.

Depot; island, Hudson bay, Kee.; named by Hall, who had a 'depot' of stores on this island.

Depot; point, Axel Heiberg I., Frank.; named by Sverdrup, 1901; he 'cached' his provisions at this point.

Depot; point, Cornwallis I., Frank.; named by Penny after a depot of supplies deposited at this point.

Derby; cape, Devon I., Frank.; after Edward Geoffrey Smith-Stanley, 23rd Earl of Derby (1799-1869); Premier, 1852, 1858-59 and 1866-68. (Belcher, 1853.)

De Ros; island, Devon I., Frank.; probably after Col. the Hon. Arthur John Hill de Ros (1793-1826), aide-de-camp to H.R.H. the Duke of York. (Ross, 1818.)

Des Voeux; island, Bathurst I., Frank.; after Charles F. Des Voeux, Mate in the *Erebus* in the ill-fated Franklin expedition. (M'Clintock.)

Detention; bay, Arctic ocean, Mack.; so named by Franklin because he was driven in here and delayed by the ice.

Devereux; point, Helen I., Berkeley group, Frank.; probably after the Hon. Walter B. Devereux, Commander R.N.; named by Richards, 1853.

Devon; island, Frank.; named by Parry, 1820, after Devon, the native county of Lieut. Liddon, his second in command.

De Witt Clinton; point, Arctic coast, Mack.; named by Richardson, 1826, 'as a testimony of our sense of the urbanity and love of science which had prompted His Excellency the Governor of the State of New York to show so much attention to the members of the expedition in their passage through his government'—De Witt Clinton (1769-1828), an American lawyer and statesman; Lieut. Governor of New York, 1811-13, and Governor, 1817-23, and 1825-28; was principal promoter of the Erie canal. (*See* Clinton Colden.)

Dexterity; harbour, Baffin I., Frank.; after a whaling vessel.

Diamond; island, Hudson strait, Frank.; named by R. Bell, 1897—the year of Queen Victoria's Jubilee.

Diana; bay and island, Hudson strait, Ung.; after the sealing steamer *Diana*, chartered by the Dominion Government to convey the expedition of 1897 to Hudson bay and strait.

Dickens; point, Prince of Wales I., Frank.; named by M'Clintock after Charles Dickens (1812-70), celebrated English novelist.

Dickens; point, Victoria I., Frank.

Dietrichsen; point, Victoria I., Frank.; named by Amundsen, 1905, after Oluf Dietrichsen, captain in the Norwegian army; accompanied Nansen in his crossing of Greenland, 1888.

Difficult; mountain, Ellesmere I., Frank.; named by Lieut. Lockwood of the Greely expedition, from the difficulty he had in reaching and climbing it.

Digges; cape and island, Hudson strait, Ung.; named by Baffin after Sir Dudley Digges (1583-1639), one of the principal promoters of the early voyages of exploration to the northwest. At this point Green and Jewitt, who abandoned Hudson, were murdered by the Eskimo.

Dillon; mountain, Baffin I., Frank.; named by Hall after J. D. Dillon, London, Eng., a warm friend of Arctic explorations.

Disappointment; bay, Cornwallis I., Frank.; named by Penny, 1851, 'from the circumstance that we had to remain so long in it.'

Disappointment; cape, Devon I., Frank.; named by Belcher, 1853, as the cairn found here did not contain any information respecting the Franklin expedition.

Disappointment; mountain, Helen I., Frank.; named by Sherard Osborn, when, having climbed it to obtain a view of their future route, he found he could not obtain the desired view.

Disappointment; point, Prince Patrick I., Frank.; named by Mecham, 1853, because he found here M'Clintock's cairn with a record 'saying that he had visited this from the northward.' Mecham says he was 'greatly vexed by being stopped short in this interesting part of my journey.'

Discovery; bay, Ellesmere I., Frank.; after H.M.S. *Discovery*, in the Nares expedition, 1875-6.

Discovery; harbour, Ellesmere I., Frank.

Discovery; mountain, Devon I., Frank.; named by Belcher, 1853, from having discovered on the mountain 'what appeared to be a recent and workman-like structure of a dome.'

Discovery; point, Prince Patrick I., Frank.; named by Mecham after his sledge 'Discovery.'

Dismal; lakes, northeast of Great Bear lake, Mack.; 'nothing could be more dismal than the wind-swept, treeless shores of this northern lake in the heart of the Barren Lands, and in a drizzling snowstorm, as was our experience' (J. M. Bell).

Disraeli; bay, Ellesmere I., Frank.; after Benjamin Disraeli, Earl of Beaconsfield (1804-81), English statesman and novelist; Chancellor of the Exchequer, 1852, 1858-59 and 1866-68; Premier, 1868 and 1874-80; Plenipotentiary at the Congress of Berlin, 1878.

Disraeli; cape, Devon I., Frank. (Belcher, 1853.)

Ditchburn; island. Boothia pena., Frank.; named by John Ross, 1829. after Ditchburn, parish, Northumberland, Eng.

Dixon; island. Prince of Wales I., Frank.; after James Dixon. one of the promoters of M'Clintock's expedition, 1857-59.

Dobbin; bay, Ellesmere I., Frank.; named by Kane after James C. Dobbin, who, in 1855, was Secretary to the Navy, United States.

Dobbs; cape, Wager inlet, Kee.; named by Middleton, 1742, 'after my worthy friend'—Arthur Dobbs (1689-1765); accompanied two expeditions to Hudson bay, and was an enthusiastic advocate of the North West passage.

Dobell; point, Griffith I., Frank.; named by Bernier, 1907, after the 'late Hon. Richard R. Dobell, in recognition of his help towards this expedition.'

Doctor; island, Hudson strait, Ung.; after Dr. McDonald. Surgeon in the *Diana*, Hudson Bay expedition, 1897.

Doidge; bay, Ellesmere I., Frank.; after James Doidge, petty officer of H.M.S. *Alert* (Nares, 1875-76).

Dolphin and Union; strait, Arctic coast, Mack.; named by Richardson, 1826. 'On the strait, separating the two shores, I bestowed the names of our excellent little boats, the *Dolphin* and *Union*.'

Domett; point, Melville I., Frank.; named by Richards, 1853, probably after Admiral Sir Wm. Domett, who was flag-captain in the *Royal George* to Admiral Hood, at the battle of 'First of June,' 1794. Possibly, an error for 'Donnett' (*q.v.*).

Dominion; creek and post village, Yukon; after the Dominion of Canada.

Domville; point, Prince Patrick I., Frank.; after William T. Domville, Surgeon of H.M.S. *Resolute*, 1852-54.

Donnett; hill, Prince of Wales I., Frank.; after J. J. L. Donnett, Surgeon of the *Assistance*, Austin expedition, 1850-51.

Donnett; harbour, Melville I., Frank.

Dorchester; bay, Baffin I., Frank.; after Sir Dudley Carleton, 1st Viscount Dorchester (1573-1632), a distinguished diplomatist and statesman; was Ambassador to Venice, 1610-15, at the Hague, 1615-25, and to France, 1625, &c.; Secretary of State, 1828, till his death; named by Foxe, 1631.

Dorchester; cape, Baffin I., Frank. (Foxe, 1631.)

Dorset; cape, Baffin I., Frank.; after Edward (Sackville), 7th Earl of Dorset (1590-1652), succeeded to title, 1624. (Foxe, 1631.)

Douglas; bay, King William I., Frank.; named by Simpson, 1839, after James (later, Sir James) Douglas. In a letter, dated July, 1833, Simpson states that Douglas was a Senior Clerk at York Factory, and would probably be a Chief Trader next year. Douglas rose to the Governorship of the Hudson's Bay Company's territories on the Pacific, and was, later, Governor of Vancouver Island and British Columbia.

Douglas; harbour, Wager inlet, Kee.; named by Ellis, 1746, after James and Henry Douglas, members of the North-West Committee of his expedition.

Douglas; harbour, Hudson strait, Ung.; after the late Captain Bloomfield Douglas, of the Department of Marine and Fisheries.

Douglas; island, Arctic coast, Mack.; named by Richardson, 1826, 'after Commander Douglas, of the Royal Navy, to whom the officers of the expedition were indebted for much assistance and personal kindness, in their progress through Canada.' Com. Douglas was probably serving on L. Huron or at Penetanguishene.

Douro; range, Devon I., Frank.; named by Belcher, 1853, probably after the Douro (correctly, Duero) river in Spain and northern Portugal. In 1832, Belcher was employed 'in the Douro for the protection of British interests during the struggle between Doms Pedro and Miguel.'

Dragleybeck; inlet, Devon I., Frank.; named by Macormick, 1852, 'in commemoration of the birthplace of Sir John Barrow, and in compliment to his son, John Barrow, of the Admiralty.'

Drowned; rapids of the, Liard river, Mack.; from the drowning, at this point, of a Hudson's Bay Company clerk, named Brown, and a boat-load of voyageurs.

Dryden; point, Arctic coast, Kee.; 'after Sir Henry E. L. Dryden,' 7th Bart. (1818-99), succeeded to the baronetcy, 1837.

Dubawnt; lake, Dubawnt river, Mack.; corruption of the Indian name '*tobotna*,' meaning 'water-shore.'

Dubawnt; river, Mack. and Kee.

Duchess of Kent; range, Arctic ocean, Kee.; named by Back, 1834, 'after H.R.H. Duchess of Kent'—Maria Louisa Victoria (1786-1861), sister of Leopold I., King of the Belgians, and 4th daughter of the Duke of Saxe-Coburg-Saalfield; in 1818, she married Edward, Duke of Kent (*q.v.*). (*See* also Kent.)

Duckett; cove, Melville pena., Frank.; named by Capt. Lyon, 1821-23, probably after a friend.

Duke of Kent; bay, Boothia pena., Frank.; after H.R.H. Edward, Duke of Kent (1767-1820), 4th son of George III.; Major-General and Lieut.-General, Halifax, N.S., 1794-98; General, 1799; Commander-in-Chief in North America, 1799-1800; Field Marshal, 1805; left at his decease one child, Alexandrina-Victoria, who ascended the throne as Queen Victoria; named by John Ross, 1830.

Duke of York; archipelago, Coronation gulf, Mack. and Frank.; after H.R.H. Frederick, Duke of Brunswick-Lunenberg (1763-1827), 2nd son of George III.; Bishop of Osnaburgh, 1764; Duke of York and Albany, 1784.

Duncan; point, Arctic ocean, Kee.; named by Back, 1834, 'after the Honourable Captain Duncan, with whom my former friend and companion, the lamented Mr. Hood, had served in His Majesty's ship *Liffey*.'

Dundas; cape, Melville I., Frank.; after Robert (Saunders-Dundas), 2nd Viscount Melville (1771-1851), Lord Privy Seal, 1811-51; First Lord of the Admiralty, 1812-27 and 1828-30. (Parry, 1820.)

Dundas; harbour, Devon I., Frank.

Dundas; mountain, Boothia isth., Frank. (Ross, 1830.)

Dundas; peninsula, Melville I., Frank. (Parry, 1820.)

Dundas; island, Wellington channel, Frank.; named by Penny, 1851, 'after Deans Dundas, one of the Lords Commissioners of the Admiralty'—Sir James Whitley Deans Dundas (1785-1862); Lord of the Admiralty, 1841 and 1846-52.

Dundas; cape, Prince of Wales I., Frank.

Dundee; bight, Bathurst I., Frank.; named by Richards, 1853, probably after Dundee, town, Scotland.

Dunne Fox; island, Hudson bay, Kee.; Foxe, 1631, says, 'The Master told me he had named this island Dunne Foxe island after his owne name and the Foxe's colour, which I liked well.' The Master, whose name was Dunne, had that day, brought a live fox on board.

Dunsterville; cape, Ellesmere I., Frank.; named by Inglefield, 1853, after Commander Edward Dunsterville, R.N. (1796-1873), hydrographer.

Durham; heights, Banks I., Frank.; after John George Lambton, 1st Earl of Durham (1792-1840), an English statesman and diplomatist; Governor General of Canada, 1838; named by M'Clure.

D'Urville; cape, Ellesmere I., Frank.; after Rear Admiral Jules Sebastien César Dumont D'Urville (1790-1842), French navigator; he circumnavigated the globe in two expeditions—*Astrolabe*, 1826-29, and *Zelee*, 1837-40.

Dyer; bay, Prince Patrick I., Frank.; named by Mecham after John Jones Dyer, Chief Clerk of the Admiralty during the Franklin search expeditions.

Dyer; cape, Prince of Wales I., Frank.

Dyer; cove, Griffiths I., Frank.

Dyer; cape, Baffin I., Frank.; 'probably named after Sir Edward Dyer, who was Chancellor of the Order of the Garter from 1596 until his death in 1608, and who was a great favorite of Queen Elizabeth; or else after Sir James, who was Chief Justice of Common Pleas, and died in 1582'; named by Davis, 1685.

Dyke; lake, Hamilton river, Ung.; named by Low from a large 'dyke' of rock which crosses a stream, forming a number of islands with heavy rapids between them.

Dyrebugten; bay, Ellef Ringnes I., Frank.; Norwegian name, meaning 'deer bay.' (Sverdrup.)

E

Eardley; bay, Baffin I., Frank.; 'after my friend, the Honourable Mr. Eardley.' (Parry, 1820.) (*See* Eardley-Wilmot.)

Eardley; point, Baffin I., Frank.

Eardley-Wilmot; cape, Devon I., Frank.; named by Parry, 1819, after his brother-in-law, Sir John Eardley Eardley-Wilmot (1783-1847), sometime Governor of Van Diemens Land; M.P., 1832-43; m. Elizabeth Emma Parry, 1808.

Earl of Bristol; island, James bay, Ung.; after John (Digby), 1st Earl of Bristol (1586-1652); name now obsolete. (James, 1631.)

Earthquake; island, mouth of Big river, Ung.; so called from legendary trembling of the island during a battle between the Crees and Iroquois. (Low.)

Echimamish; river, tributary to Nelson river, Kee.; translation of Indian name, 'from its still waters and smooth canal-like course.' (Campbell, R.)

Eclipse; harbour, Boothia pena., Frank.; Sept. 12-13, 1829, 'at midnight there was a visible eclipse of the moon . . . I named the place Eclipse harbour.' (John Ross, 1829.)

Eclipse; sound, Baffin I., Frank.; after the whaling vessel *Eclipse*.

Eda Travers; bay, Great Bear lake, Mack.; named by J. M. Bell, after Mrs. Eda Travers, Peterborough.

Ede; point, Prince of Wales I., Frank.; after Chas. Ede, Asst.-Surgeon in the *Assistance*, Austin expedition; on chart, incorrectly, 'Edye.'

Edehon; lake, Thlewiaza river, Kee.; from the Chippewyan Indian name, meaning 'horn.'

Eden; bay, Boothia pena., Frank.; after the family name of Lord Auckland (*see* Auckland). (John Ross, 1829.)

Eden; bay, Melville I., Frank.; after Rear Admiral Henry Eden, R.N., Private Secretary to the First Lord of the Admiralty; Lord of the Admiralty, 1855-58.

Eden; cape, Devon I., Frank. (Penny, 1851.)

Eden; cape, Ellesmere I., Frank. (Inglefield, 1853.)

Eden; cape, Prince of Wales I., Frank.

Eden; point, Victoria I., Frank.

Edgeworth; cape, King William I., Frank.; probably after Maria Edgeworth (1767-1849), an English novelist. (John Ross, *ca.* 1832.)

Edmund Lyons; hills, Melville I., Frank. (*See* Lyons.)

Eduni; peak, Gravel river, Rocky mountains, Mack.; Montagnais name, meaning 'mount of the strangers' or 'seen for the first time.'

Edwards; cape, Melville pena., Frank.; named by Parry, 1821, 'after Mr. John Edwards, Surgeon of the *Fury*.

Edwards; point, Coburg I., Frank.; after Hon. William Edwards, Ottawa. (Bernier, 1907.)

Edwards; point, Boothia pena., Frank.; after the carpenter's mate, one of Lieut. Hobson's sledge crew. (M'Clintock, 1859.)

Egerton; cape, Ellesmere I., Frank.; named by Nares, 1876, after Geo. C. Clerc Egerton, Sub-Lieutenant in the *Alert*.

Eggleston; bay, Baffin I., Frank.; after Benjamin Eggleston, Cincinnati. (Hall, 1862.)

Eglinton; cape, Baffin I., Frank.; named by John Ross, 1818, 'in compliment to the noble Earl'—Hugh (Montgomerie), 12th Earl of Eglintoun (1739-1819); entered the army, 1756; served in the American war; M.P. for Ayr, 1780-81, 1784-89 and 1796.

Eglinton; fiord, Baffin I., Frank.

Eglinton; island, west of Melville I., Frank.; after Archibald William (Montgomerie), 13th Earl of Eglintoun (1812-61); Lord Lieutenant of Ireland, 1852-53 and 1858-59. (Mecham, 1853.)

Ekerto; mountain, Baffin I., Frank.; Eskimo, signifying 'not so high.'

Ekins; cape, Devon I., Frank.; after Admiral Sir Charles Ekins, G.C.B., a distinguished naval officer; d., 1855. Belcher served as Midshipman in the *Superb*, Capt. Ekins, in 1816. (Belcher, 1853.)

Ekins; island, Devon I., Frank. (Belcher, 1853.)

Ekwi; river, tributary of Gravel river, Mack.; Indian name, meaning 'straight.'

Eldridge; bay, Melville I., Frank.; named by Lieut. R. Vesey Hamilton, 1853, at the request of G. F. McDougall, Master of the *Resolute*; presumably after a friend.

Eleanor; lake, Cornwallis I., Frank.; named by Penny, 1851, after Eleanor, daughter of Captain Hamilton (*see* Hamilton).

Eliza; island, Boothia pena., Frank.; after the daughter of a 'friend, T. Tilson, Esq.' (John Ross, 1830.)

Elizabeth; harbour, Boothia pena., Frank.; after a sister of Felix Booth, the patron of the expedition. (John Ross, 1829.)

Elizabeth; point, Melville pena., Frank.; named by Parry, 1822, after a friend.

Ellef Ringnes; island, Frank.; after Ellef Ringnes, one of the patrons of the Sverdrup expedition, 1898-1902. (Sverdrup.)

Ellesmere; island, Frank.; after Francis Leveson-Gower, 1st Earl of Ellesmere (1800-57); Lord of the Treasury, 1827; Under Secretary for the Colonies, 1828; *cr.* Earl of Ellesmere, 1846; President of the Royal Geographical Society, 1854-55. (Inglefield, 1852.)

Ellice; cape, Melville pena., Frank.; after Edward Ellice (1781-1863), M.P., Deputy Governor of Hudson's Bay Company, 1858-63. (Rae.)

Ellice; island, mouth of Mackenzie river, Mack. (Franklin.)

Ellice; mountain, Pelly bay, Kee.

Ellice; river, Arctic coast, long. 104°, Mack. (Simpson, 1839.)

Elliot; bay, Arctic coast, Kee.; after 'the Honourable Captain Elliot, of the Admiralty'—later, Admiral Sir George, Elliot (1784-1863); Secretary to the Admiralty, 1830-34; Lord of the Admiralty, 1835-37. (Back, 1834.)

Elliot; island, Boothia pena., Frank. (Ross, 1829.)

Elliot; island, Bathurst inlet, Mack.; named by Franklin, 1821, probably after Capt. Elliott. (*See* foregoing.)

Ellis; island, Baffin I., Frank.; after John W. Ellis, Cincinnati. (Hall, 1861.)

Elphinstone; cape, Erskine inlet, Bathurst I., Frank.; named by Richards, 1853, after Captain John Elphinstone Erskine, R.N.

Elwin; bay, Somerset I., Frank.; 'after my friend, Hastings Elwin, Esq., of Bristol, as a token of grateful esteem for that gentleman.' (Parry, 1824.)

Emerald; island, Prince Patrick I., Frank.; the name applied to Ireland on account of its verdure; so named from its proximity to Prince Patrick I. (M'Clintock, 1853.)

Emerson; point, King William I., Frank.; named by John Ross, 1833, after Emerson Tennent, M.P., member of the Select Committee that recommended a vote of £5,000 for Ross.

Emery; bay, Devon I., Frank.; named by Macormick, 1852, 'after a friend.'

Emma; island, Hudson strait, Frank.; named by R. Bell, 1897, after Miss Emma Stewart, Ottawa.

Encounter; point, Arctic coast, Mack.; named by Richardson, 1826, to commemorate an encounter with the Eskimo at this point.

Enemy; lake of the, southwest of lake Aylmer, Mack.; literally, Cree lake; the Indian name—Anawd lake—(*see* Hearne's map), is the name that the Chippewyans apply to the Crees, their hereditary enemies.

Englefield; cape, Melville pena., Frank.; after Sir Henry Chas. Englefield (1752-1822), an antiquary and author of several scientific works. (Parry, 1822.)

Ennuyeuse; point, Slave river, Mack.; (Fr., 'tiresome') from its requiring so much time to travel round the point by boat.

Enterprise; fort, Coppermine river, Mack.; name given to the buildings occupied by the Franklin expedition during 1820-21; so named as the expedition was projected to penetrate an unexplored portion of North America.

Epworth; port, Coronation gulf, Mack.; after Epworth, town, Lincolnshire, England. (Franklin, 1821.)

Erebus; bay, Devon I., Frank.; after H.M.S. *Erebus*, one of the ships of the Franklin expedition.

Erebus; bay, King William I., Frank. (M'Clintock, 1859.)

Erik; cove, Hudson bay, Ung.; after the SS. *Erik* of the Hudson's Bay Company.

Erlandson; bay, Melville pena., Frank.; named by Rae, 1847, after —— Erlandson, an officer of the Hudson's Bay Company.

Erlandson; lake, George river, Ung.

Erskine; inlet, Bathurst I., Frank.; named by Richards, 1853, after Capt. John Elphinstone Erskine; Rear-Admiral, 1857; Vice-Admiral, 1864.

Erskine; island, Boothia pena., Frank.; probably after Thomas Erskine (1788-1864), Chief Judge, Court of Review, 1831, and Privy Councillor. (Ross, 1830.)

Escape; reef, Arctic coast, Yukon; named by Franklin, 1826, to commemorate their escape from the Eskimo.

Esterhazy; bay, Boothia pena., Frank.; after Prince Paul Anton von Esterhazy von Galantha (1786-1866), Austrian diplomatist, Ambassador to Great Britain, 1815-18 and 1830-38. (Ross, *ca.* 1832.)

Esther; cape, Somerset I., Frank.; after a member of a family 'to whose kindnesses in fitting out we were much indebted'—probably Esther Fearnall. (John Ross, 1829.)

Eugenie; cape, Ellesmere I., Frank.; after Eugenia Maria Montijo de Guzman, Countess of Teba; b.. 1826; m. Napoleon III., 1853; since the fall of the Empire, she has resided in England. (Nares, 1875.)

Eugenie; glacier; Ellesmere I.. Frank. (Nares, 1875.)

Eureka; sound, between Ellesmere and Axel Heiberg islands, Frank.; named by Fosheim, of Sverdrup expedition, 1898-1902, on discovering this passage.

Evans; bay, Bathurst I., Frank.; named by Richards, 1853, after his former colleague on H.M.S. *Acheron*, when surveying on the west coast of Africa—Frederick John Owen Evans, R.N.; appointed Hydrographer, 1874; K.C.B., 1881; d., 1886.

Evans; cape, Bathurst I., Frank. (Richards, 1853.)

Evans; cape, Ellesmere I., Frank.

Evans; point, Bathurst I., Frank.

Evans; glacier, Ellesmere I., Frank.; named by Nares, 1875, 'after Mr. John Evans, President of the Geological Society.

Evans; strait, between Coats and Southampton islands, Kee.; after the Purser of H.M.S. *Griper*. (Lyon, 1824.)

Everett; mountains, Baffin I., Frank.; after Edward Everett (1794-1865), a celebrated American statesman and author. (Hall.)

Exeter; bay and sound, Baffin I., Frank.; named by Davis, 1585, after Exeter, Devon, England, to commemorate the assistance given by merchants of Exeter towards the discovery of the North West passage.

Exmouth; island, Devon I., Frank.; after Edward Pellew, 1st Viscount Exmouth (1757-1833); entered Navy, 1771; knighted, 1793; *cr.* Bart., 1796; Vice-Admiral of England, 1832; commanded at bombardment of Algiers, 1816; *cr.* Viscount Exmouth, 1816; Commander-in-chief at Plymouth, 1817-21. (Belcher, 1852.)

Eyre; cape, Prince of Wales I., Frank.; named by M'Clintock, 1859, after Governor Eyre, a friend of his Lieutenant, Hobson.

F

Fabre; lake, south of Great Bear lake, Mack.; after Archbishop Fabre of Montreal; named by Abbé Petitot.

Fair; cape, Ellesmere I., Frank.; on account of its beautiful, pure lines. (Sverdrup.)

Fairholme; harbour, Baring I., Frank.; named by Penny, 1851, 'after one of the lieutenants of the *Erebus*'—James William Fairholme.

Fairholme; island, Baring I., Frank.

Fairholme; island, Devon I., Frank.

Fairholme; islands, King William I., Frank. (M'Clintock, 1859.)

Fair Ness; point, Baffin I., Frank.; first called Broken point by Baffin, 1614, because it consists of a number of islands; he, afterwards, gave present name, because favoured by fair weather while at this place.

Fairy; river, tributary to the Coppermine river, Mack. 'An Indian name. The Northern Sea Indian fairies are six inches high, lead a life similar to the Indians, and are excellent hunters. Those who have had the good fortune to fall in with their tiny encampments have been kindly treated and regaled on venison.' (Franklin.)

Falsen; island, Denmark fiord, Victoria I., Frank.; named by Hansen after the most important person who took part in forming the Norwegian Constitution.

False River; bay, Ung.; on account of having been often mistaken for the mouth of the Koksoak river.

Fanshawe; cape, Bylot I., Frank.; named by John Ross, 1818, probably after Catherine Maria Fanshawe, an English poetess of the day.

Fanshawe; point, Byam Martin I., Frank.; probably after Rear Admiral Arthur Fanshawe, one of the Arctic Committee appointed by the Admiralty. (Austin, 1851.)

Fanshawe Martin; cape, Ellesmere I., Frank.; named by Nares, 1876, after Admiral Wm. Fanshawe Martin, Lord of the Admiralty, 1858-59.

Faraday; cape, Ellesmere I., Frank.; after Michael Faraday (1791-1867), a famous English physicist and chemist; made important discoveries in electricity and magnetism.

Faraud; lake, west of Great Bear lake, Mack.; after Mgr. Faraud.

Farhill; point, Melville pena., Frank.; after a hill in vicinity of point, first sighted from a considerable distance. (Lyon, 1821.)

Farrington; cape, Baffin I., Frank.; after H. B. Farrington, New York. (Hall, 1862.)

Faulkner; cape, Boothia pena., Frank.; after Benjamin Rawlinson Faulkner (1787-1849), portrait painter. (John Ross, 1830.)

Fearnall; bay, Somerset I., Frank.; 'as, by a singular coincidence, this proved to be the birthday of our worthy builder, Mr. Fearnall, I conferred his name on it.' (John Ross, 1829.)

Feilden; peninsula, Ellesmere I., Frank.; named by Nares, 1876, after Capt. H. W. Feilden, R.A., Naturalist of *Alert*, Nares expedition.

Felix; cape, King William I., Frank.; 'after the founder of our expedition,' Felix Booth (1775-1850) (*see* Booth). (James C. Ross, 1830.)

Felix; harbour, Boothia pena., Frank.

Fellfoot; point, Devon I., Frank.; named by Sabine, 1819; descriptive of its position at the foot of a cliff.

Ferguson; lake and river, Kee.; after R. Munro-Ferguson, A.D.C. to Lord Aberdeen, Governor General of Canada. (J. B. Tyrrell.)

Fergusson; island, Boothia pena., Frank.; after Rt. Hon. Cutlar Fergusson, M.P., member of the Select Committee appointed to consider Ross' application for compensation for his financial losses in connection with the expedition. (John Ross, 1829.)

Field; cape, Ellesmere I., Frank.; probably after Cyrus W. Field (1819-92), founder of the Atlantic Cable Company.

Field; island, Baffin I., Frank.; after David Dudley Field (1805-94), an American jurist. (Hall, 1862.)

Field; lake, Ross river, Yukon; after a trader, at the mouth of the river.

Fife; island, Fox channel, Kee.; after Geo. Fife, Greenland Master of the *Fury*. (Parry, 1821.)

Fife; harbour, Melville I., Frank. (Parry, 1819.)

Fife; rock, Southampton I., Kee.

Findlay; island, Frank.; named by Richards, 1853, after J. H. Findlay, an eminent English cartographer, who was, for many years, member of the Council of the Royal Geographical Society; erroneously named 'King Christian' island by Sverdrup; name 'Findlay' confirmed by Geographic Board of Canada, 1910.

Finlayson; bay, Melville pena., Frank.; after Nicol Finlayson, Chief Factor of the Hudson's Bay Company. (Rae, 1847.)

Finlayson; cape, Melville pena., Frank.; after 'Duncan Finlayson, Chief Factor of Hudson's Bay Company'; later, a Director of the company. (Rae.)

Finlayson; lake and river, Yukon. (R. Campbell.)

Finlayson; islands, Kent pena., Mack.; named by Rae after either Nicol or Duncan Finlayson, officers of the Hudson's Bay Co.

Fisher; bay, Hudson strait, Ung.; named by Low, 1904, after James Fisher, K.C., Winnipeg; in the Hudson Bay expedition, 1897, he represented the province of Manitoba.

Fisher; cape, Melville I., Frank.; after Alexander Fisher, Assistant Surgeon of the *Hecla* (Parry, 1819).

Fisher; cape, Melville pen., Frank.; named by Parry, 1822, 'out of respect to our Chaplain and Astronomer, George Fisher.' (Parry, 1822.)

Fisher; cape, Southampton I., Kee.; after Peter Fisher, Mate in the *Terror* (Back, 1836).

Fisher; lake, Prince of Wales I., Frank.; 'in honour of the Mayor of Toronto, an active and influential friend to the expedition in Canada.' (Kennedy, 1852.)

Fitton; bay, Devon I., Frank.; after William Henry Fitton, M.D. (1780-1861), geologist; in 1852, was President of the Geological Society.

Fitton; peak, Richardson range, Yukon. (Franklin, 1825.)

Fitton; point, Franklin bay, Mack. (Richardson, 1826.)

Fitzgerald; bay, Baffin I., Frank.; after Capt. Robert Lewis Fitzgerald, R.N. (Parry, 1819.)

FitzJames; island, King William I., Frank.; after Captain James FitzJames, Commander of the *Erebus*, and third in command of the missing Franklin expedition. (M'Clintock, 1859.)

FitzJames; island, Queens channel, Frank. (Penny, 1851.)

FitzJames; strait, Melville and Prince Patrick Is., Frank.

Fitz Roy; inlet, Somerset I., Frank.; after Vice-Admiral Robert Fitz Roy (1805-65), hydrographer. (M'Clintock.)

Fitzwillian Owen; island, Prince Patrick I., Frank.; after Vice-Admiral William Fitzwillian Owen (1774-1857).

Five-hawser; bay, Melville pena., Frank.; from the number of hawsers required to steady the ships when at this bay. (Parry, 1821.)

Flagler; bay, Ellesmere I., Frank.; probably after Flagler, an American capitalist.

Fleury; river, Boothia pena., Frank.; named by M'Clintock, 1859, after his mother, *née* Elizabeth Melesina Fleury.

Flinders; cape, Coronation gulf, Mack.; named by Franklin, 1821; 'which now bears the name of my lamented friend, Captain Flinders'—Matthew Flinders (1774-1814), an English navigator, and relative of Franklin; he explored the coast of Australia.

Flint; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Company.

Flyaway; cape, Bathurst I., Frank.; so named by Sherard Osborn's men because they travelled towards it for two days when they expected to reach it in a few hours.

Force; sound, Baffin I., Frank.; after Peter Force (1790-1868), an American antiquarian. (Hall.)

Forcier; river, Yukon; named by Robert Campbell, Hudson's Bay Company, after his guide, Baptiste Forcier. Name now obsolete.

Forsyth; bay, Dolphin and Union strait, Victoria I., Frank.; probably after an officer of the Hudson's Bay Company.

Forsyth; lake and point, Prince of Wales I., Frank.; after Commander Chas. C. Forsyth, R.N.; commanded the *Prince Albert* in an Arctic search expedition, 1850.

Fortymile; river, tributary of Yukon, lat. 64° 30′, about forty miles from old Fort Reliance; the native name is Shitando.

Fosheim; peninsula, Ellesmere I., Frank.; after Ivar Fosheim, attached to the Sverdrup expedition, 1898-1902.

Four Rivers; bay and point, Somerset I., Frank.; named by James Ross, 1849, after four streams that fall into the bay; this was Ross and M'Clintock's 'farthest' in 1849.

Fowler; bay, Bathurst inlet, Coronation gulf, Mack.; named by Franklin, 1821, possibly after Captain Robert Merrick Fowler, R.N., who, in 1855, was a retired captain.

Fox; channel, Frank.; after Capt. Luke Foxe (1586-1635), who commanded an expedition in search of the 'North West Passage,' 1631; explored Hudson bay and Fox channel.

Fox; peninsula, Baffin I., Frank.

Fox; island, Boothia pena., Frank.; named by John Ross, probably after Henry Richard Fox (1773-1840), 3rd Lord Holland, English politician and Cabinet Minister.

Fox; islands, Bellot strait, Frank.; named by M'Clintock, 1858, who says, 'I may venture to confer our little vessel's name upon the islets.'

Foxe his farthest; Fox channel, Baffin I., Frank. Miller Christy says: 'It is not clear from the narration whether he applied this name to a cape, or a bay, or only to a geographical position. He seems to have correctly calculated its latitude as 66° 47′ N.' Name now obsolete.

Fram; fiord, Ellesmere I., Frank.; named by Sverdrup after his vessel, the *Fram.*

Fram; haven, Ellesmere I., Frank.; the Sverdrup expedition wintered here, 1898-99.

Frances; lake, Frances river, Yukon; after Frances Ramsay (d. 1853), second daughter of Geddes Mackenzie Simpson, Tower Hill, London, and wife of Sir George Simpson, for nearly forty years, Governor, Hudson's Bay Co.

Frances; river, Liard river, Yukon.

Francis II.; cape, Boothia pena., Frank.; after Frances I. of Austria (1768-1835), Emperor of Austria, 1792-1835; he was Francis II. of the Holy Roman Empire. (John Ross, 1830.)

Franklin; bay, Arctic coast, Mack.; after Sir John Franklin (1786-1847), a celebrated Arctic explorer; commanded the *Trent* in voyage to Spitzbergen (Buchan, 1818); commanded land expeditions in British North America, 1819-22, and 1825-27; also expedition in search of the North West passage, 1845 to death in 1847.

Franklin; bay, Melville pena., Frank.

Franklin; cape, Arctic ocean, Mack. (Simpson.)

Franklin; cape, Devon I., Frank. (Belcher, 1853.)

Franklin; fort, Great Bear lake, Mack.; built by Franklin for winter quarters on his second expedition, 1825-27.

Franklin; isthmus, Boothia pena., Frank.

Franklin; inlet, Boothia gulf, Kee.

Franklin; lake, Back river, Kee. (Back, 1834.)

Franklin; mountain, Devon I., Frank. (De Haven.)

Franklin; point, Admiralty inlet, Baffin I., Frank. (Parry, 1820.)

Franklin; point, King William I., Frank. (James Ross, 1830.)

Franklin; strait, between Boothia pena. and Prince of Wales I., Frank. (M'Clintock.)

Franklin Pierce; bay, Ellesmere I., Frank.; named by Kane after Franklin Pierce (1804-69), fourteenth President of the United States.

Fraser; bay, Melville pena., Frank.; named by Rae, 1847, 'after an intimate friend'—a Chief Trader, Hudson's Bay Company.

Fraser; cape, Ellesmere I., Frank.; after Prof. John F. Fraser of the University of Pennsylvania. (Kane, 1854.)

Frederick; island, Boothia pena., Frank.; named by John Ross, 1830, after Frederick, Duke of York (*q.v.*) (1763-1827), 2nd son of George III.

Frederick VI.; cape, Boothia pena., Frank.; named by John Ross, 1830, after Frederick VI. (1768-1839), King of Denmark and Norway.

Frederick VII.; bay, Devon I., Frank.; named by Capt. Penny, 1851, 'after His Majesty, Frederick VII. [1808-63], King of Denmark,' 1848-63.

Frederick VII.; cape, Ellesmere I., Frank. (Hayes.)

Frederick William III.; cape, Boothia isthmus, Frank.; after Frederick William III. (1770-1840), King of Prussia, 1797-1840. (John Ross, 1830.)

Fredrikshald; bay; named by Amundsen, 1905, after Fredrikshald, town, Norway.

French; headland, Baffin I., Frank.; named by Hall, 1861, to commemorate the death of a French seaman, which occurred near its base.

Frere; mountain, Ellesmere I., Frank.; after Sir Henry Bartle Edward Frere (*called* Sir Bartle Frere) (1815-84), a British statesman; Governor of Bombay, 1862-67; Governor of Cape of Good Hope, 1877-80. (Nares, 1876.)

Frigid; cape, Southampton I., Kee.; named by Middleton, 1742; descriptive of weather experienced there.

Frobisher; bay, Baffin I., Frank.; after Sir Martin Frobisher (1535-94), who, in 1576, 1577 and 1578, commanded expeditions in search of the North West passage. Erroneously assumed by Frobisher to be a strait. In 1587, Davis named it Lumley inlet, after Lord Lumley, one of Davis' patrons, but this name was not adopted.

Frobisher's Farthest; island, Baffin I., Frank. (*See* Frobisher bay.)

Frobisher; point, Cedar lake, Kee.; after Benjamin Frobisher of the North West Fur Company, who was imprisoned at York Factory by the Hudson's Bay Company; made his escape and died at this point on his way to Cumberland House.

Frozen; strait, between Southampton I. and Melville pena.; so named by Middleton because 'it was all froze fast from Side to Side and no appearance of its clearing this Year.'

Fry; cape, Hudson bay, Kee.; after Rowland Fry, one of the subscribers to the Smith and Moor expedition, 1746-47.

Fugle; fiord and island, Ellesmere island, Frank.; Norwegian word, meaning 'bird'—from the countless number of wild fowl seen here. (Sverdrup, 1901.)

Fullerton; cape and harbour, Roes Welcome, Kee.; named by Scroggs, 1722, after James Fullerton, Governor of the Hudson's Bay Company at fort Albany.

Fury; point and beach, Somerset I., Frank.; from the wreck of the *Fury* at this place. (Parry, 1824.)

Fury and Hecla; strait, north of Melville pena., Frank.; named by Parry, 1822, after the two vessels under his command.

G

Gaasefjord; bay, Ellesmere I., Frank.; Norwegian word, meaning 'goose bay.' (Sverdrup.)

Gabriel; island, Baffin I., Frank.; after the vessel *Gabriel*, in which Frobisher sailed on his first voyage, 1576.

Gabriel; strait, between Baffin and Resolution Is., Frank.

Gage; point, mouth of Backs river, Kee.; named by Back, 1834, 'after Rear Admiral [Sir William Hall] Gage' (1777-1864); later, Admiral; Lord of the Admiralty, 1841-46.

Gale; point, Ellesmere I., Frank.; named by Inglefield, 1852; commemorates the storm he encountered there.

Gambier; point, Bathurst I., Frank.; named by Richards, 1853, probably after Rear Admiral Robert Gambier, R.N., retired; or, after Rear Admiral Geo. Cornish Gambier, R.N., retired.

Gandy; island, named by Ross, 1829-31, probably after Edward Gandy, Chief Clerk, Accountant-General's Office, Admiralty.

Gardiner; point, Eglinton I., Frank.; named by Mecham, 1853, 'after a friend.'

Garfield; range, Ellesmere I., Frank.; named by Greely, after James Abram Garfield (1831-81), twentieth President of the United States.

Garnier; bay, Somerset I., Frank.; named by Parry, 1819, after his brother-in-law.

Garrett; island, Barrow strait, Frank.; named by Parry, 1819, 'out of respect to my much esteemed friend, Capt. Henry Garrett, of the Royal Navy, to whose kind offices and friendly attention, during the time of our equipment, I must ever feel highly indebted.'

Garry; bay, Melville pena., Frank.; named by Rae after Nicholas Garry, Deputy Governor of the Hudson's Bay Company, 1822-35. Parry says he was 'most warmly interested in everything connected with Northern Discovery.'

Garry; cape, Somerset I., Frank. (Parry, 1825.)

Garry; lake, Backs river, Mack. and Kee. (Back, 1834.)

Garry; island, Arctic coast, Mack. (Franklin, 1825.)

Garry; river, Boothia pena., Frank. (Jas. C. Ross, 1830.)

Gascoyne; cove, Devon I., Frank.; named by Parry, 1819, after General Isaac Gascoyne.

Gateshead; island, Victoria I., Frank.; named by Collinson, 1852, after his native town, Gateshead, Durham, England; this was Collinson's 'farthest.'

Gaudet; lake, west of Great Bear lake, Mack.; after M. Gaudet, with Abbé Petitot in 1871, at this place.

Geelmuyden; cape; named by Amundsen, 1905, after Prof. Geelmuyden, professor of astronomy, Christiania.

Geillini; lake, Egg river, Kee.; the Chippewyan name, meaning 'rabbit.'

Gell; point, Prince of Wales I., Frank.; named by Ommanney, 1851.

George; point, Victoria I., Frank.; after George Arbuthnot. Ice-mate of the *Enterprise*, Collinson expedition, 1850-54.

George; river, Ung.; named by the missionaries of the United Brethren, 1811, after King George III.; native name, Kangertlualuksoak.

Georgian; islands, Melville I., Frank.; named by Parry, 1819, 'in honour of our gracious Sovereign, George the Third.'

George Henry; harbour, Baffin I., Frank.; after the barque *George Henry,* Hall expedition, 1860-2.

Georgina; island, Melville pena., Frank.; named by Lyon, 1824, after King George IV.

Giants Causeway; point, St. Patrick I., Frank.; named by McDougall from the peculiar appearance of the ice surrounding it.

Gibson; cove, Repulse bay, Kee.; named by Parry, 1821, at the desire of Lieut. Palmer, probably after a friend.

Giddy; point, Prince Patrick I., Frank.; after Henry Giddy, boatswain's mate of the *Intrepid*; was one of M'Clintock's sledge crew, 1853.

Giffard; point, Ellesmere I., Frank.; after Lieut. George A. Giffard, of H.M.S. *Alert*, Nares expedition, 1875-6.

Gifford; cape, Banks I., Frank.; named by M'Clure, 1851, after Edward Gifford, Senior Clerk, Admiralty.

Gifford; mountain, near mouth of Mackenzie river, Mack.; named by Franklin, 1827, 'after the late Mr. [William] Gifford' (1757-1826), editor of the Quarterly Review, 1809-1824.

Gifford; point, Somerset I., Frank.; named by Parry. (*See* Gifford mountain.)

Gifford; river, Baffin I., Frank.; named by Parry, 1823, 'after our mutual and highly esteemed friend, Mr. Gifford'—probably same as Gifford mountain (*q.v.*).

Gilbert; lake, Baffin I., Frank.; after G. K. Gilbert, American geologist. (R. Bell, 1897.)

Gilbert; strait; Baffin and Resolution Is., Frank.; named by Davis, after Adrian Gilbert, traveller, and friend of Davis; in 1583-4, Queen Elizabeth granted to Gilbert and others, Letters Patent incorporating them as 'The Fellowship for the Discoverie of the North-West Passage.'

Gillam; island, Nelson river, Keewatin; after Capt. Zachariah Gillam, of the Hudson's Bay Company service.

Gillies; island, east coast Hudson bay, Ung.; after D. Gillies, an officer of the Hudson's Bay Company.

Gillman; cape, Byam Martin I., Frank.; named by Parry, 1819, 'out of respect to the memory of the late Sir John Gillman.'

Gjoa; haven, King William I., Frank.; named by Amundsen, 1904, after his vessel the *Gjoa*, 47 tons register.

Gladman; island, Melville pena., Frank.; named by Rae, probably after an officer of the Hudson's Bay Company.

Gladman; point, King William I., Frank. (Simpson, 1839.)

Gladman; peak, Yukon river, near International boundary, Yukon; named by Ogilvie after a member of his survey party.

Glasgow; cape; named by John Ross, 1829, probably after Glasgow, city, Scotland.

Glasgow; island, Hudson strait, Frank. (R. Bell, 1897.)

Glen; island, Committee bay, Frank.; named by Rae, 1847, probably after a brother officer of the Hudson's Bay Company.

Glencoe; island, Hudson strait, Frank.; after Glencoe, Lord Strathcona's estate. (R. Bell, 1897.)

Glenelg; bay, Victoria I., Frank.; named by McClure, 1851, after Chas. Grant. Lord Glenelg (1778-1886), a British statesman; was Colonial Secretary, 1835-39.

Glenlyon; mountain and river, Yukon; named by Campbell; 'Glenlyon House' was first applied to a fort of the Hudson's Bay Company on lake Frances (afterwards changed to Fort Frances), after Glenlyon House, seat of the Campbells, in Perthshire, Scotland.

Glentworth; mount, Ellesmere I., Frank.; named by Inglefield, 1852, 'after the Dowager Viscountess Glentworth'—presumably, Annabella Tenison, *née* Edwards (1791-1868), widow of Henry Harstonge Pery, who died 1834, and who was *styled* (since 1803) Lord Glentworth.

Gletcher; fiord, Axel Heiberg I., Frank.; Norwegian word, meaning 'glacier' —descriptive.

Gloucester; cape, Boothia pena., Frank.; named by Ross, 1831, after H.R.H. the Princess Mary (1776-1857), fourth daughter of George III. Or, after her husband, and first cousin, H.R.H. William Frederick, Duke of Gloucester and Edinburgh. She was the last surviving of the 15 children of George III.

Gloucester; hills, Mack.; after H.R.H. the Duchess of Gloucester. (Simpson.)

Gods Mercy; bay, Southampton I., Kee.; named by Capt. Lyon, 1824, as he and his companions were delivered from shipwreck in a storm while here.

Gods Mercy; bay, Southampton I., Kee.; named by Lyon, 1824; he named them the isles of God's mercies' in gratitude for his escape from shipwreck; he sailed over a rock which at low tide, stood two fathoms and a half above water.

Gold Run; post office and stream, Yukon; from gold placers in the stream (run).

Goldsmith; bay, Boothia pena., Frank.; named by M'Clintock, 1859, probably after Commander George Goldsmith, R.N.

Good; point, Ellesmere I., Frank.; after a petty officer of H.M.S. *Alert*, Nares expedition, 1875-6.

Good Hope; fort (Hudson's Bay Company), Mackenzie river, Mack.; in expectation of what would be accomplished by means of this fort.

Goodenough; mountain, long. 136° W., Arctic coast, Mack.; named by Franklin, 1821, after Rev. E. M. Goodenough, Member of Council, Royal Geographical Society, 1830.

Goodsir; inlet, Bathurst I., Frank.; named by Penny, 1851, after Henry D. S. Goodsir, Asst.-Surgeon and Naturalist in the missing Franklin expedition.

Goodwood; river, tributary of Kaniapiskau, Ung.; from the white spruce growing along its banks.

Gordon; bay, Coronation gulf, Mack.; named by Franklin, 1821, after Captain (later, Admiral Sir James Alexander) Gordon (1782-1869).

Gordon; bay, Southampton I., Kee. (Back, 1836.)

Gordon; bay, Hudson strait, Frank.; after Commander A. B. Gordon, commanded the Hudson Bay expedition in the *Neptune*, 1884, and the expeditions in the *Alert*, 1885 and 1886.

Gordon; head, Cornwall I., Frank.; named by Belcher, 1853, after Geo. Hamilton Gordon, 4th Earl of Aberdeen (1784-1860); Premier, 1852-55.

Gordon; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Company.

Gordon; point, Victoria I., Frank.; named by M'Clure, 1852; probably same as Gordon bay (*q.v.*).

Gore; bay, Melville pena., Frank.; named by Lyon, 1821, after Rear Admiral Sir John Gore (1772-1836), 'from whom we had received every attention and assistance.'

Gore; islands, Banks I., Frank.; named by M'Clure, 1852, after Graham Gore, 1st Lieutenant of H.M.S. *Erebus* of the Franklin expedition; was Mate in the *Terror*, Backs expedition, 1836-37. (*See* Graham Gore.)

Gore; island, Queens channel, Frank.

Gore; island, Southampton I., Kee. (Back, 1836.)

Gore; point, Melville I., Frank.

Gore; point, King William I., Frank. (M'Clintock, 1859.)

Goulburn; islands, Bathurst inlet, Mack.; named by Franklin, 1820, after Henry Goulburn (1784-1856), Chancellor of the Exchequer, 1828-30; as Under Secretary of State, he signed the Treaty of Ghent, 1814.

Gould; bay, Ellesmere I., Frank.; after Dr. B. A. Gould, Cambridge, Mass. (Hayes, 1861.)

Gourdeau; point, Lowther I., Frank.; named by Bernier, 1907, after Col. F. Gourdeau, Deputy Minister of Marine and Fisheries.

Graham; harbour, Devon I., Frank.; after Sir James Robert George Graham (1792-1861), an eminent statesman and M.P.; First Lord of the Admiralty, 1830-34. 1852-55; Home Secretary, 1841-46.

Graham; island, Norwegian bay, Frank.

Graham; island, Victoria archipelago, Frank. (Belcher, 1853.)

Graham; valley, Boothia isth., Frank.

Graham Gore; cape, Baillie-Hamilton I., Frank.; named by Penny, 1851, 'after the first lieutenant of the *Erebus*, one of the ships of the missing expedition.' (*See* Gore.)

Graham Moore; bay, Bathurst I., Frank.; named by Parry, 1819, 'after Vice-Admiral Sir Graham Moore, one of the Lords of the Admiralty.' (*See* Moore.)

Graham Moore; cape, Bylot I., Frank. (Ross, 1818.)

Grandin; lake, south of Great Bear lake, tributary to lac le Martre, Mack.; after Mgr. Grandin, Bishop of St. Albert.

Grant; lake, Dubawnt river, Mack.; after Sir James Grant, K.C.M.G., M.D., Ottawa. (J. B. Tyrrell.)

Grant; lake, Camsell river, Great Bear lake, Mack.; named by J. M. Bell, after late Principal Grant, Queens University, Kingston, Ont.

Grant; land, northern portion of Ellesmere I., Frank.; after Gen. Ulysses Simpson Grant (1882-1885), eighteenth President of the United States.

Grant; mountain, Ellesmere I., Frank.

Grant; point, Arctic coast, long. 98°, Kee.; named by Simpson, 1839, probably after Cuthbert Grant, Warden of the Plains. Possibly, after Richard Grant, described by Simpson in 1833, as 'Mr. Rowand's right hand man, a jolly, humorous Scotch-Canadian.'

Grass; river, tributary of the Nelson, Kee.; translation of the Indian name, '*muskooskow*.'

Grave; mountain, Devon I., Frank.; from 'the rock, in part, resembling gravestones.' (Belcher, 1853.)

Gravel; river, tributary of Mackenzie river, Mack.; also called Behkatyeh or Bacottyeh; Chas. Camsell suggests that the Indian name is probably *mbe*—meat, *koni*—dried, and *tyeh*—river; *mbekonityeh*, meaning 'dried meat river,' or 'river where meat is dried.'

Gray; bay, Coronation gulf, Mack.; named by Franklin, 1821, 'after Mr. Gray, principal of Belfast Academy.'

Gray; strait, Hudson strait, Ung.

Great Bear; river and lake, Mack.; first applied to the river discharging the lake—on account of bears seen in the vicinity—'Great' refers to the size of the lake.

Great Bear; hill, Great Bear lake, Mack.; translation of the Indian name, '*saschohetha*.'

Great Catworth; cape, King William I., Frank.; named by Ross, 1829-31, probably after Catworth, parish, Huntingdonshire, England.

Great Slave; lake, Mack.; after the Slave Indians. The Dog-rib Indians were driven thus far north by the Crees, who contemptuously nicknamed them 'slaves'; lake at first, called 'Athapuscow.'

Greely; fiord, Ellesmere I., Frank.; after Lieutenant (now, General) Adolphus Washington Greely, born 1844, an American Arctic explorer; commanded an expedition sent out to establish an Arctic observing station, 1881-84: Lockwood and Brainard, of his party, reached the, then, 'farthest north'—83° 24½′ N.

Greely; haven, Victoria I., Frank. (Amundsen, 1905.)

Green; bay, Prince Patrick I., Frank.; after the captain of M'Clintock's sledge.

Greene; point, Victoria I., Frank.; named by M'Clure, 1851, after Lieut. Col. Godfrey Thos. Greene, Director of Engineering and Architectural Works.

Greenwood; land, Baffin I., Frank.; named by Hall, 1861, after Miles Greenwood, Cincinnati.

Grey; cape, Russell I., Frank.; probably after Earl Grey (*see* Grey island); named by Ommanney, 1851.

Grey; island, Graham I., Frank.; named by Belcher, 1853, probably after Henry George (Grey) 3rd Earl Grey (1802-94), Colonial Secretary, 1846-52; Lord Lieutenant of Northumberland, 1846-77.

Grey; mount., Melville I., Frank.

Griffin; inlet, Devon I., Frank.; after Samuel P. Griffin, commanding the *Rescue* in the first Grinnell expedition, 1850-51.

Griffin; point, Arctic coast, Yukon; named by Franklin, possibly after his second wife, Jane, second daughter of John Griffin, solicitor, Bedford Place, London.

Griffith; cape, Baffin I., Frank.; named by Parry, 1819, 'after Rear Admiral Edward Griffith.'

Griffith; island, Barrow strait, Frank.

Griffiths; creek, Melville pena., Frank.; named by Parry, after William Nelson Griffiths, Midshipman in the *Hecla*, 1821-23.

Griffiths; point, Melville I., Frank.

Griffiths; point, Prince Patrick I., Frank.; named by Mecham, 1853, probably after Wm. Griffiths, one of Nares' sledge crew. Or, after Anselm John Griffiths, Rear Admiral of the White, 1837.

Grimmington; island, Labrador; after Mike Grimmington of the Hudson's Bay Company.

Grinnell; cape, Frank.; named by Penny, 1851, after Henry Grinnell (1799-1874), an American merchant and philanthropist; in 1850, he fitted out an expedition in search of Franklin, under command of Lieut. De Haven, and in 1853, another, under command of Dr. E. K. Kane.

Grinnell; glacier, Baffin I., Frank. (Hall.)

Grinnell; lake, Franklin isthmus, Frank.

Grinnell; land, northern portion of Ellesmere I., Frank.

Grinnell; mount, Ellesmere I., Frank.

Grinnell; river, Repulse bay, Frank.

Grinnell; peninsula, Devon I., Frank.

Grouard; lake, south of Great Bear lake, Mack.; named by J. M. Bell, after Mgr. Grouard, O.M.I., R. C. Bishop of Athabasca.

Grove; mountain, Devon I., Frank.; after J. B. Grove, Mate of H.M.S. *Assistance*, Belcher expedition, 1852-54.

Guillemard; bay, Prince of Wales I., Frank.; named by M'Clintock, after the Rev. William Henry Guillemard, D.D. (1815-87), Cambridge, England, one of the subscribers to the M'Clintock expedition, 1857-59.

Gyrfalcon; island, Ung.; after the number of those birds seen there.

H

Haakon VII.; coast, Victoria I., Frank.; after King Haakon VII., reigning sovereign of Norway; named by Amundsen, 1905.

Haaorn; island, Ellesmere I., Frank.; Norwegian word, meaning 'dogfish island.' (Sverdrup.)

Haddington; range, Devon I., Frank.; after Thomas Hamilton, 9th Earl of Haddington, First Lord of the Admiralty, 1841-46.

Haddo; bay, Baillie Hamilton I., Frank.; named by Penny, 1851, 'out of compliment to Lord Haddo'—George John James (Hamilton Gordon), 5th Earl of Aberdeen (1816-64), succeeded, 1860.

Haeckel; butte, Yukon; after Prof. Ernest Heinrich Haeckel, b. 1834, a distinguished German naturalist; one of the leading advocates of the biological theory of evolution; named by Schwatka.

Haezard; peninsula, Baffin I., Frank.; after A. G. Haezard, Enfield, Conn. (Hall. 1862.)

Hairy; lake, Nelson river, Kee.; Franklin in his 'Journey to the Polar Sea' says: 'A shallow piece of water overgrown with bulrushes, and hence named Hairy lake.'

Haldane; river, Great Bear lake, Mack.; after John Haldane, one of the Chief Factors of the Hudson's Bay Company.

Halkett; inlet, Boothia gulf, Kee.; after John Halkett, one of the Directors of the Hudson's Bay Company; named by Rae, 1847.

Halkett; island, mouth of Mackenzie river, Mack.

Halkett; island, Victoria I., Frank.

Halkett; point, Melville pena., Frank.

Halkett; cape, Bathurst I., Frank.; probably after the inventor of the Halkett folding boat, Lieut. Peter Halkett, R.N. (son of John Halkett).

Halkett; cape, Helen I., Berkeley group, Frank.

Hall; bay, Coronation gulf, Mack.; after 'Captain Basil Hall, of the Royal Navy.' (Richardson, 1826.)

Hall; basin, Ellesmere I. and Greenland; after C. F. Hall (1821-71), American Arctic explorer; first expedition to Baffin I., 1860-62; second to Repulse bay and King William I., 1864-69; third to Polar sea via Smith sound, 1871; died in northern Greenland, November, 1871.

Hall; island, off Byam Martin I., Frank.; after the carpenter of the *Resolute.*

Hall; island, Baffin I., Frank.; in 'Frobisher's Voyages, p. 82: 'the master of the ship did land upon the first iland, and named it Hall's Iland after his own name'—Christopher Hall, Master of the *Gabriel* in the 1st Frobisher expedition, 1576, and of the *Ayde* in the 2nd voyage.

Hallowell; cape, Baffin I., Frank.; named by Lieut. Reid, Parry expedition, 1822, 'out of respect to Vice-Admiral Sir Benjamin Hallowell' (1760-1834).

Halse; cape, Melville I., Frank.; after James Halse, clerk of the *Hecla.* (Parry, 1820.)

Hamelin; mount, Melville I., Frank.; after Admiral Hamelin, who commanded the French Black Sea fleet during the Crimean war.

Hamilton; bay, Baffin I., Frank.; probably after Alex. Hamilton Douglas, 10th Duke of Hamilton (1767-1852); named by Ross, 1818.

Hamilton; cape, Banks I., Frank.; after Lieut. Richard Vesey Hamilton, of H.M.S. *Resolute*, Belcher expedition, 1852-54; later, Admiral Sir Richard Vesey Hamilton.

Hamilton; island, off Melville I., Frank.

Hamilton; island, off Russell I., Frank.

Hamilton; cape, Victoria I., Frank.; probably after Capt. W. A. Baillie-Hamilton, R.N., 2nd Secretary to the Admiralty, 1845-55.

Hamilton; island, Barrow strait, Frank.

Hamilton; point, Prince of Wales I., Frank.

Hamilton; inlet and river, boundary between Ung. and Que.; probably named after Sir Charles Hamilton, Governor of Newfoundland, in 1821.

Hamilton; point, Melville pena., Frank.; named by Rae, 1847, 'after a near relative.'

Hamilton Fish; peak, Ellesmere I., Frank.; after Hamilton Fish (1808-93), an American statesman; Secretary of State, 1869-77; one of the negotiators of the Treaty of Washington, 1871.

Hamlen; bay, Baffin I., Frank.; after S. L. Hamlen, Cincinnati, Ohio. (Hall, 1861.)

Hanbury; river, tributary of Thelon river, Mack.; after David T. Hanbury, (1864-1910), who first ascended the river, 1899.

Hancock; hills, lake Laberge, Yukon; after General Winfield Scott Hancock (1824-86), an American general; served in the Mexican and Civil wars; named by Schwatka.

Hansen; cape, Victoria I., Frank.; named by Amundsen, 1905, after Kofoed Hansen, father (?) of 1st Lieut. Godfred Hansen, second in command in the expedition.

Hansteen; lakes, Boothia pena., Frank.; after Prof. Christopher Hansteen (1784-1873), a Norwegian astronomer and physicist, noted especially for his researches in terrestrial magnetism; inventor of a dip needle. (John Ross, 1831.)

Harbour; fiord. Ellesmere I., Frank.; descriptive. (Sverdrup.)

Harding; river, Arctic coast, Mack.; Richardson says: 'Mr. Kendall gave the name of his friend, Lieutenant Harding, of the Royal Navy'—probably same as Harding point (*q.v.*).

Harding; point. Southampton I., Kee.; after Lieut. Francis Harding, of H.M.S. *Griper* in Lyon's voyage, 1824.

Hardinge; mountains, Prince Patrick I., Frank.; after Field Marshal Sir Henry Hardinge, 1st Viscount Hardinge of Lahore (1785-1856), an English general, distinguished throughout the Peninsular war and at Ligny; Commander-in-Chief of British army, 1852-56.

Hardwicke; cape, Ellesmere I., Frank.; after Philip, 3rd Earl of Hardwicke (1757-1834), Colonel in the army; M.P., 1780-90; named by Ross, 1818.

Hardy; bay, Melville I., Frank.; 'after Lieut. Hardy, at the Hydrographical Department of the Admiralty.' (Mecham, 1853.)

Hardy; bay, Boothia pena., Frank.; named by John Ross, 1830, probably after Admiral Thos. Hardy. (*See* Hardy point.)

Hardy; cape, Matty I., Frank.; named by Ross, 1830, probably after Admiral Sir Thos. Hardy. (*See* Hardy point.)

Hardy; cape, Devon I., Frank.; named by Inglefield, 1852, after 'my old messmate and chum, Lieut. Hardy.' (*See* Hardy bay, Melville I.)

Hardy; point, Arctic coast, Kee.; after Admiral Sir Thomas Hardy (1769-1839), Nelson's captain in the *Victory* at Trafalgar; Rear Admiral, 1825; Lord of the Admiralty, 1830-34; Governor of Greenwich Hospital, 1834-39. (Back, 1834.)

Hardy; cape, Matty I., Frank.

Hare; fiord, Ellesmere I., Frank.; after the number of hares seen here. (Sverdrup.)

Hare Indian; river, tributary of the Mackenzie river, Mack.; after the Hare Indians, so called 'as hares and fish are their principal support.'

Hargrave; river, Arctic ocean, Mack.; named by Simpson, 1838, after Jos. Jas. Hargrave, of the Hudson's Bay Company; in 1847, was a Chief Factor. In 1833, Simpson wrote: 'Next to Miles in the Factory [York] is Mr. Hargrave, who manages the stores . . . my most intimate friend in the country, and likely to become a very leading man.'

Hargrave; point, Boothia gulf, Kee. (Rae, 1847.)

Harper; island, Baffin I., Frank.; after Harper Bros., publishers, New York. (Hall, 1862.)

Harris; highlands, Baffin I., Frank.; after J. N. Harris, New London, Conn. (Hall, 1862.)

Harrison; island, Boothia gulf, Kee.; named by Rae, after Benjamin Harrison, one of the Directors of the Hudson's Bay Company.

Harrison; island, delta of Mackenzie river, Mack. (Franklin, 1826.)

Harrison; point, Prince of Wales I., Frank.; after E. N. Harrison, Clerk of the *Assistance* in Austin expedition; named by Ommanney.

Harrowby; bay, Liverpool bay, Arctic coast, Mack.; named by Richardson, 1826, 'in honour of the Right Honourable the Earl of Harrowby'—Dudley (Ryder), 1st Earl of Harrowby (1762-1847), Paymaster General, 1790; Treasurer of the Navy, 1799-1801; Foreign Secretary, 1804-05; Lord President of the Council, 1812-27.

Hartstene; point, Boothia pena., Frank.; after Lieut. H. J. Hartstene, U.S.N., commanding the Kane Relief expedition, 1855. (M'Clintock, 1859.)

Harvey; island and point, Berkeley group, Frank.; probably after Edward Harvey, Vice-Admiral of the Blue; named by Richards, 1853.

Harvey; point, Prince of Wales I., Frank.; after W. Harvey, Quartermaster, one of Allen Young's sledge crew. (M'Clintock, 1859.)

Harwood; island, off Bathurst I., Frank.; after J. Harwood, Engineer of the *Pioneer*, Austin expedition, 1850-51, and Belcher expedition, 1852-54.

Hassel; sound, between Amund Ringnes and Elles Ringnes Is., Frank.; after Sverre Hassel, attached to Sverdrup expedition, 1898-1902.

Haswell; point, Banks I., Frank.; after Lieut. W. H. Haswell, of H.M.S. *Investigator*, Collinson's voyage, 1850-54.

Hatton; headland, Resolution I., Baffin I., Frank.; probably after Sir Christopher Hatton (1540-1591), Lord Chancellor of England, and friend of Queen Elizabeth.

Haughton; cape, Prince of Wales I., Frank.; after Professor Haughton, of Dublin. (M'Clintock, 1859.)

Haven; cape, Baffin I., Frank.; after Henry P. Haven, New London, Conn. (Hall, 1862.)

Haviland; bay, Melville pena., Frank.; named by Parry, 1821, 'after the Reverend James Haviland of Bath.'

Hawks; cape, Ellesmere I., Frank.; named by Kane after Dr. Hawks, President of the American Geographical Society, New York.

Hay; cape, Arctic coast, Kee.; named by Back, 1834, 'after the late Under Secretary for the Colonies, a zealous promoter of the expedition, and of geographical researches generally.'

Hay; bay, Rae strait, Frank.; after J. H. Hay, Chief Clerk of the Admiralty; named by Rae, 1854.

*__Hay__; cape, Prince Patrick I., Frank. (Mecham, 1853.)

*__Hay__; islands, Prince of Wales I., Frank. (Ommanney, 1851.)

*__Hay__; point, Victoria I., Frank. (M'Clure, 1853.)

*__Hay__; cape, Bylot I., Frank.; probably same as Hay bay (*q.v.*).

Hay; cape, Melville I., Frank.; named by Parry, after the Private Secretary to Lord Melville, First Lord of the Admiralty.

Hay; cape, Bylot I., Frank. (Ross, 1818.)

Hay; point, Coronation gulf, Mack. (Franklin, 1820.)

Hay; river, Alta. and Mack.; from the abundance of grass along its banks.

Hayes; cape, Baffin I., Frank.; after Dr. Isaac Israel Hayes (1831-1881), an American Arctic explorer; Surgeon of the second Grinnell (Kane) expedition, 1853-55; commanded an Arctic expedition, 1860-61.

Hayes; point, Ellesmere I., Frank.

Hayes; sound, Ellesmere I., Frank.

Hayes; river, Kee.; after Sir James Hayes, Secretary to Prince Rupert, and one of the charter members of the Hudson's Bay Company.

Hayes; river, Cockburn bay, Kee.; after Rutherford Birchard Hayes (1822-93), nineteenth President of the United States.

Hayter; head, Ellesmere I., Frank.; probably after Hayter, who, in 1854, was Secretary of the Treasury; named by Inglefield, 1853.

Hazen; lake, Ellesmere I., Frank.; after William Babcock Hazen (1830-87), Major General, United States army; distinguished himself in the Civil war; Chief Officer of the Signal Service, 1880-87.

Hearne; cape, Arctic coast, Mack.; named by Franklin, 1821, 'as a just tribute to the memory of that persevering traveller'—Samuel Hearne (1745-92), explorer in British North America, 1769-72; the first white man to sight the Arctic coast of the mainland of North America.

Hearne; point, Melville I., Frank. (Parry, 1819-20.)

Hecla; cape, Ellesmere I., Frank.; after H.M.S. *Hecla*, in Parry expeditions, 1819-20, 1821-23, 1824-25. (Nares, 1875-76.)

Hecla and Fury; islands, Boothia pena., Frank.; after the two vessels under the command of Parry, 1821-23 and 1824-25; named by John Ross.

Hecla and Griper; banks, Baffin I., Frank.; named by Parry, 1820, after the two vessels under his command.

Hecla and Griper; bay, Melville I., Frank.

Hector; island, Hudson strait, Frank.; after Gen. Hector Macdonald; distinguished himself in the Boer war, S.A. (R. Bell, 1897.)

Heiberg; *see* Axel Heiberg.

Hellgate; strait, between Kent and Ellesmere Is., Frank.; named by Sverdrup, 1899; 'none of us had ever seen waters so absolutely impossible to navigate as this sound.'

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* Probably some of these features are named after Capt. Lord John Hay, Lord of the Admiralty, 1846-53.

Hendriksen; sound, between Cornwall and Amund Ringnes Is., Frank.; after Peder Leonard Hendriksen, attached to Sverdrup expedition, 1898-1902.

Helpman; head, Devon I., Frank.; after Edward J. H. Helpman, Clerk of *Terror* in Franklin's voyage; named by M'Clintock, 1851.

Henderson; point, Southampton I., Kee.; 'after Mr. Henderson'—John Henderson, Midshipman in *Fury*, 1821; named by Parry, 1821.

Henderson; creek, tributary of the Yukon river, Yukon; after Robert Henderson, miner, discoverer of the Klondike placers.

Henderson; harbour, Hudson strait, Frank.; after Admiral Henderson. (R. Bell, 1897.)

Henrietta Maria; cape, Hudson bay, Kee.; after Henrietta Maria (1609-69), wife of Charles I., and daughter of Henri IV. of France; named by James, 1631.

Henry; cape, Ellesmere I., Frank.; after Joseph Henry (1797-1878), an American physicist, especially noted for investigations in electro-magnetism.

Hepburn; island, Coronation gulf, Mack.; after John Hepburn, an English seaman with Franklin, 1819-22; Franklin's personal attendant.

Hepburn; head, Prince of Wales I., Frank.

Herbert; point, Bathurst I., Frank.; probably after Rear Admiral Sir Thomas Herbert (1793-1861); Lord of the Admiralty, 1852. Or, after F. B. Herbert, Mate of the *Assistance*, Belcher expedition, 1852-54.

Herbert; point, Victoria I., Frank.

Herschel; cape, Devon I., Frank.; after Sir William Herschel (1738-1822), the celebrated English astronomer; discovered the planet Uranus, 1781; Court Astronomer, 1782. 'In nearly every branch of modern physical astronomy he was a pioneer.' Named by Parry, 1819.

Herschel; island, Arctic coast, Yukon. (Franklin, 1821.)

Herschel; bay and island, Ellesmere I., Frank.; after Sir John Frederick William Herschel (1792-1871), a celebrated English astronomer and physicist; son of Sir William Herschel.

Herschel; cape, King William I., Frank. (Simpson, 1839.)

Hess; river, Yukon; after Michael Hess, Yukon pioneer.

Heytesbury; cape, Boothia pena., Frank.; after Sir William A'Court (*q.v.*), 2nd Bart. of Heytesbury (1779-1860); named by Ross, 1829.

Heywood; range, Backs river, Mack.; named by Back, 1834, 'after my lamented friend, Captain Peter Heywood, R.N.' (1773-1831).

Hilgard; bay, Ellesmere I., Frank.; after Julius Erasmus Hilgard (1825-91), an American physicist; Superintendent of U.S. Coast Survey, 1881-85.

Hilgard; cape, Ellesmere I., Frank.

Hill; cape, Baffin I., Frank.; after George H. Hill, Cincinnati, Ohio. (Hall, 1862.)

Hill; river, Hayes river, Kee.; a local name for part of Hayes river; from a high mountain near the Hudson's Bay Company depot.

Hinde; lake, Mack.; named by J. B. Tyrrell, after Dr. George Jennings Hinde.

Hislop; lake, Marian river, Great Slave lake, Mack.; named by J. M. Bell, after a 'free trader' on lake Marian.

Hoare; cape, Melville I., Frank.; probably after Samuel Hoare, Jun., of Hampstead, England, whose widow Parry married. (Parry.)

Hobhouse; creek, Devon I., Frank.; named by Parry, 1819, 'after my relation, Sir Benjamin Hobhouse' (1757-1831); *cr.* Bart., 1812.

Hobson; point, Boothia pena., Frank.; after W. R. Hobson, Lieut. R.N.; Lieutenant of the *Fox*, M'Clintock expedition, 1857-59.

Hodgkin; cape, Boothia pena., Frank.; named by Kennedy, 1852, 'in honour of my esteemed friend, Dr. Hodgkin, who, I trust, will permit . . . . this recognition of his unwearied exertions to elevate the condition of the native inhabitants of the Hudson's Bay territories.'

Hodgson; head, Devon I., Frank.; probably after Geo. H. Hodgson, Lieutenant of the *Terror* in Franklin's last voyage.

Hodgson; point, King William I., Frank. (M'Clintock, 1859.)

Hogarth; point, Devon I., Frank.; named by Penny, 1851, 'after William Hogarth, Esq., Aberdeen, to whom our expedition was deeply indebted.'

Hogarth; inlet, Baffin I., Frank. (Penny.)

Hogarth; sound, Baffin I., Frank.

Hogback; mountain, Ellesmere I., Frank.; 'from the gently curving outline of its summit.' (Greely.)

Hoile; point, Melville I., Frank.; after James Hoile, sailmaker of the *Assistance.* (*See* Hoyle.)

Holey; lake, Hayes river, Kee.; so named from a spot near the lower part where no bottom has yet been found.

Holmfeld; mount, Victoria I., Frank.; after Dirckinck Holmfeld, Lieutenant in the Danish navy; named by Hansen, Amundsen expedition, 1905.

Homan; bay, Victoria I., Frank.; named by Amundsen after C. H. Homan, who subscribed 1,000 kr. towards the expenses of the expedition.

Homan; valley, Yukon; after Charles A. Homan, the topographer of the expedition; with Schwatka in 1883.

Home; bay, east coast of Baffin I., Frank.; probably after Sir Everard Home (1756-1832), a Scottish surgeon and anatomist; named by Ross, 1818.

Home; cape, Devon I., Frank.; named by Parry, 1819, 'after Sir Everard Home.' (*See* Home bay.)

Home; island, Coronation gulf, Mack. (Franklin.)

Honeyman; island, Melville pena., Frank.; named by Rae, 1847, 'after a brother'—presumably his Christian name.

Hood; river, Coronation gulf, Mack.; named by Franklin, 1821, 'as a small tribute to the memory of our lamented friend and companion'—Robert Hood, R.N., Lieutenant in Franklin expedition, 1819-21; murdered by half-breed, 1821.

Hooker; bay, Bathurst I., Frank.; after Sir Wm. Jackson Hooker (1785-1865), a noted English botanist; appointed Director of Kew Gardens in 1841; published numerous botanical works.

Hooker; islands, Bathurst I., Frank.

Hooker; mountain, Melville range, Arctic coast, Mack. (Richardson, 1825.)

Hoole; cañon and river, Pelly river, Yukon; named by R. Campbell, Hudson's Bay Company, 1843, after his interpreter.

Hooper; cape, Baffin I., Frank.; named by John Ross, 1818, after William Harvey Hooper, Lieutenant in *Alexander*, 1818, in *Hecla*, 1819-20 and 1824-25, and in *Fury*, 1821-23.

Hooper; inlet, Melville pena., Frank. (Parry, 1822.)

Hooper; island, Melville I., Frank. (Parry, 1819.)

Hooper; island, Arctic coast, Mack.; after Lieut. William Hulme Hooper, R.N. (1827-54); Mate of *Plover*, 1848-49; Lieutenant in Pullen's boat voyage to Mackenzie river, 1849-50.

Hooper; cape, Bathurst I., Frank.; probably after William Hulme Hooper. (*See* above.)

Hope; bay, Coronation gulf, Mack.; 'after Vice-Admiral Sir William Johnstone Hope (1766-1831), one of the Lords of the Admiralty.' (Franklin, 1821.)

Hope; cape, Dolphin and Union strait, Mack. (Franklin.)

Hope; cape, Roes Welcome, Hudson bay, Kee.; named by Middleton, 1742, 'as it gave us all great joy and Hopes of its being the extreme North Part of America, seeing little or no land to the Northward of it.'

Hopes Advance; cape, Hudson strait, Ung.; named by Hudson, 1610, 'Prince Henries Forland'; now known as Hopes Advance.

Hopes Check; Hudson bay, Kee.; Miller Christy says: 'It was merely applied to that point at which Button first encountered the west coast of Hudson bay in about the latitude named (60° 40′). It was the first time that the western shore of the bay had been discovered, and there can be little doubt . . . . that Button had previously believed that he would have been able to sail straight on into the great Western Ocean. and that his hopes were severely checked when he encountered the land.' Named by Button, 1612. Name now obsolete.

Hope Monument; island, Devon I., Frank.; named by John Ross, 1818, 'after my lamented friend, one of the Lords of the Admiralty, who had recommended me for the command of this expedition, and whose signature of my orders on his death-bed was the last act of his valuable life'—Sir George Hope.

Hopewell; point and narrows, east coast, Hudson bay, Ung.; probably after a vessel named *Hopewell*. Knight sailed in the *Hopewell*, 1606.

Hopkins; inlet, Melville pena., Frank.; named by Rae, 1847, after a friend.

Hoppner; cape, Melville I., Frank.; after Henry P. Hoppner, Lieutenant in *Alexander*, John Ross' 1st voyage, 1818, in the *Griper*, Parry's 1st expedition, 1819-20, in the *Hecla*, Parry's 2nd expedition, 1821-23, and Commander of *Fury*, Parry's 3rd expedition, 1824-25.

Hoppner; inlet, Melville pena., Frank.

Hoppner; river, Arctic coast, Mack. (Richardson, 1826.)

Horn; mountains, northwest of Great Slave lake, Mack.; from a mis-translation of Indian name, which means 'last mountain,' i.e., last range that crosses the Mackenzie river—when ascending it.

Hornby; cape, Devon I., Frank.; probably after Admiral Sir Geoffrey Thos. Phipps Hornby; Lord of the Admiralty, 1875-76; Rear-Admiral, 1869; Vice-Admiral, 1875; Admiral, 1879.

Hornby; point, Victoria I., Frank.

Hornby; mount, Ellesmere I., Frank. (Nares, 1876.)

Hornby; island, King William I., Frank.; after Frederick Hornby, Mate in the *Terror* in the ill-fated Franklin expedition. (M'Clintock, 1859.)

Horsburg; cape, Philpot I., Frank.; named by Ross, 1818, 'in compliment to the hydrographer of the Honourable East India Company'—James Horsburg (1762-1836).

Horton; creek, Pelly river, Yukon; after Horton of Starr and Horton, prospectors.

Horton; river, Franklin bay, Mack.; named by Richardson, 1826, 'in honour of [Wilmot Horton] the Under Secretary of State for the Colonial Department.'

Hosken; bay, Berkeley group, Frank.; probably after Richard Hoskyn, Master, R.N., a surveying officer; later, Superintendent of Charts, Hydrographic Office; d., 1873.

Hotspur; cape, Bathurst I., Frank.; after one of the Austin expedition's sledges, the *Hotspur*.

Hotham; cape, Cornwallis I., Frank.; named by Parry, 1819, 'after Rear Admiral Sir Henry Hotham, one of the Lords Commissioners of the Admiralty'—Sir Henry Hotham, G.C.M.G., K.C.B. (1777-1833), Vice-Admiral of the Red, 3rd son of Beaumont, 2nd Baron Hotham.

Hottah; lake, Camsell river, Mack.; Indian name, meaning 'two-year old moose.'

Houghton; head, Prince Patrick I., Frank.; probably after J. H. N. Houghton, Senior Clerk, Admiralty; named by Mecham, 1853.

Houston Stewart; island, Cornwallis I., Frank.; named by Penny, after Admiral Sir Houston Stewart (1791-1875), one of the Lords of the Admiralty.

Hoved; island, Baumann fiord, Ellesmere I., Frank.; Norwegian word, meaning 'head' or 'main.' (Sverdrup.)

Hovgaard; islands, King William I., Frank.; named by Amundsen, 1904, after Commander A. P. Hovgaard, Royal Danish Navy; was Meteorologist in *Vega* in Nordenskjold's voyage, 1878-79; b. 1853; d. 1910.

Hoyle; bay, Melville I., Frank.; probably after James Hoile, sailmaker of the *Assistance*, one of M'Clintock's sledge crew, 1851. (*See* Hoile.)

Hubbard; cape, Axel Heiberg I., Frank.; after Thomas H. Hubbard, member of Peary Arctic Club. (Peary.)

Hubbart; point, Hudson bay, Kee.; Button, 1612, named 'Hubberts Hope,' after Josias Hubart, Mate (or Pilot) of one of his vessels; the name was, probably, applied to the point.

Hubbel; point, Baffin I., Frank.; after Charles C. Hubbel, Hudson, N.Y. (Hall, 1862.)

Hudson; bay and strait, N.W.T.; after Henry Hudson, navigator; sailed, in 1610, in search of a North West passage; entered Hudson strait and bay; wintered in James bay; his crew mutinied the following spring; on June 23, 1611, he was bound and, with eight others, set afloat in a small boat on Hudson bay; they were never seen again.

Hudson; island, Baffin I., Frank.; after Frederick Hudson, New York, 'a strong friend of Arctic explorations.' (Hall, 1861.)

Hughes-Hughes; cape, Matty I., Jas. Ross st., Frank.; after Hughes-Hughes, M.P., member of the Select Committee that recommended a vote of £5,000 to Ross; named by Ross, 1829-31.

Hull; bay, Boothia isth., Kee.; probably after Hull city, Eng.; named by John Ross, 1829.

Humboldt; channel, King William I., Frank.; after Baron Frederick Heinrich Alexander von Humboldt (1769-1859), a celebrated German scientist and author; his 'Kosmos,' 1845-8, was, perhaps, the greatest of his books; named by M'Clintock, 1859.

Humphries; head, Melville I., Frank.; probably after Wm. Humphries, one of Mecham's sledge crew, 1853.

Hunker; creek, Klondike river, Yukon; after a miner named Hunker.

Hunter; cape, Ellesmere I., Frank.; after Robert Mercer Taliaferro Hunter (1809-87), an American statesman.

Hunter; lake, Mack.; named by Franklin, 1820, after four hunters who arrived with the flesh of two reindeer when he and his companions were much in need of food.

Hurd; cape, Devon I., Frank.; named by Parry, 1819, after Capt. Thomas Hurd, hydrographer to the Admiralty.

Hurd; cape, Ellesmere I., Frank. (Ross, 1818.)

Hurd; channel, Melville pena., Frank. (Parry, 1821.)

Hutchison; bay, Arctic coast, Mack.; named by Richardson, 1826, after 'my esteemed friend, Copland Hutchison, Esq., Surgeon Extraordinary to His Royal Highness the Duke of Clarence'—afterwards William IV.

Hvalros; bay, Ellesmere I., Frank.; Norwegian name, meaning 'walrus bay'; named by Sverdrup from the number of walrus caught here.

Hyde; channel, Devon I., Frank.; probably after Vice-Admiral Sir Hyde Parker. (*See* Parker mountain.)

Hyland; river, Liard river, Yukon; after a prospector who ascended it for some distance.

I

Ibbetts; bay, Melville I., Frank.; after William Ibbets, Engineer of H.M.S. *Intrepid*, Belcher expedition, 1852-54.

Ice-dam; river, tributary of the Kaniapiskau, Ung.; translation of the Indian name, *riachikiastook*.

Icy; river, tributary of Backs river, Mack.; descriptive.

Indian House; lake, George river, Ung.; named by John McLean, Chief Factor, Hudson's Bay Co.; he found a number of Indians living on its shores.

Ingersoll; islands, Yukon river, near Fort Selkirk, Yukon; after Col. Ingersoll of Washington, U.S.; named by Schwatka.

Inglefield; cape, Melville pena., Frank.; after Capt. (later, Admiral Sir) Edward A. Inglefield, Arctic explorer; Rear-Admiral, 1869; Vice-Admiral, 1875; Admiral, 1879.

Inglis; bay, Devon I., Frank.; 'after Sir R. H. Inglis, M.P., who has always been interested in the search for Sir J. Franklin, and has watched over its progress with the true spirit of philanthropy'—Sir Robert Harry Inglis (1786-1855); named by Penny, 1851.

Inglis; bay, Baffin I., Frank.

Inglis; bay, Arctic coast, Kee. (Rae, 1854.)

Inglis; island, Jones sound, Frank. (Inglefield, 1852.)

Inglis; peak, Ellesmere I., Frank.

Inglis; sound, Devon I., Frank.

Inlin; brook, Gravel river, Rocky mountains, Mack.; Montagnais name, meaning 'little river.'

Inman; harbour, Coronation gulf, Mack.; named by Franklin, 1821, 'after my friend, the Professor at the Royal Naval College, Portsmouth'—James Inman (1776-1859), Professor of Navigation and Nautical Science.

Inman; river, Arctic coast, Mack.

Intrepid; creek, Cornwallis I., Frank.; after H.M.S. *Intrepid*, employed in search for Franklin expedition.

Intrepid; inlet, Prince Patrick I., Frank.

Invincible; point, Melville I., Frank.; probably after H.M.S. *Invincible*.

Irby and Mangles; bay, Arctic ocean, Kee.; 'after Captains Irby and Mangles, the Eastern travellers'; named by Back, 1834.

Irelands Eye; island, Prince Patrick I., Frank.; named by M'Clintock, who was born at Dundalk, distant about 40 miles from Irelands Eye island, Dublin county, Ireland.

Irving; bay, Hudson strait, Frank.; after Washington Irving, author of 'Astoria,' &c. (R. Bell, 1897.)

Irving; island, King William I., Frank.; after John Irving, Lieutenant in the *Terror* in Franklin's last expedition; named by M'Clintock.

Irving; island, Queens channel, Frank.

Isabella; bank, Baffin I., Frank.; named by John Ross, 1818, after the *Isabella*, one of the vessels he commanded.

Isabella; bay, Baffin I., Frank. (John Ross.)

Isabella; cape, Ellesmere I., Frank. (John Ross.)

Isabella; cape, Boothia pena., Frank.; named by Commander James C. Ross, 1829, 'being that of my sister, on whose birthday it was discovered.'

Isabella; lake, Camsell river, Mack.; named by J. M. Bell, after Miss Isabella Gaudet, fort Good Hope.

Isabella Louisa; island, Boothia pena., Frank.; named by John Ross after Lady Parry, wife of Sir William Edward Parry.

Isachsen; cape and land, Ellef Ringnes I., Frank.; after Gunerius Ingvald Isachsen, cartographer to the Sverdrup expedition, 1898-1902.

Isachsen; point, Victoria I., Frank. (Amundsen, 1905.)

Isfjeld; point, Ellesmere I., Frank.; Norwegian word, meaning 'iceberg.'

Island; lake, Mack.; after the number of islands in it.

Israel; cape, Ellesmere I., Frank.; probably after Sergeant Edward Israel, Greely expedition, 1881-84.

Issorkitok; bay, Ung.; Eskimo name, meaning 'grassy place.'

Itsi; lake, Ross river, Yukon; Indian name, meaning 'wind.'

Itsi; mountain, Yukon.

J

Jackman; sound, Baffin I., Frank.; in 'Frobisher's Three Voyages,' p. 134: 'this was named Jackmans Sounde after the name of the maisters mate, who had first liking unto the place'—Charles Jackman, Master of the *Ayde*, 1577, and Chief Pilot, 1578, in the *Thomas Allen*.

Jackson; inlet, Baffin I., Frank.; named by Parry, 1819, 'after Capt. Samuel Jackson of the Royal Navy.'

Jalabert; bay, Roes Welcome, Kee.; named by Lieutenant Holding of the *California*, 1747, 'after Mr. [Isaac] Jalabert, a merchant of the city of London, and a generous subscriber to this undertaking.'

James; bay, Ung.; after Thomas James (1593-1635?), explorer; sailed from Bristol, England, 1631, in search of the North West passage; wintered in James bay, and returned to England, 1632.

James; cape, Hudson strait, Frank.; 'after Dr. James Douglas, of the Copper Queen mines and the Douglas smelting works, Douglas, Ariz.; formerly of Quebec. (R. Bell, 1897.)

James; lake, North arm, Great Slave lake, Mack.; named by J. M. Bell, after James Hislop, fur trader on lake Marian.

James; river, Hood R., Mack.; named by Franklin, 1821, probably after his brother, James Franklin (1783-1834); entered the East India Company's service; later, F.R.S.

Jameson; islands, Coronation gulf, Mack.; named by Franklin, 1821, 'in honour of the distinguished Professor of Mineralogy at Edinburgh'—Robert Jameson (1774-1854).

Jameson; bay, Prince Patrick I., Frank.

Jameson; cape, Baffin I., Frank. (John Ross, 1818.)

James Ross; bay, Ellesmere I., Frank.; after Rear Admiral Sir James Clark Ross (1800-62), Arctic and Antarctic navigator. (*See* also Ross.)

James Ross; cape, Melville I., Frank.

James Ross; pena., long. 91° W., Arctic coast, Kee.

James Ross; point, Arctic ocean, Kee. (Back, 1834.)

James Ross; strait, King William I., Frank.

Jammerbugten; bay, Ellesmere I., Frank.; Norwegian name, meaning 'bay of woe'; named by Sverdrup expedition, 1902, to commemorate their having been compelled to remain here six days.

Jane Dundas; island, Franklin isth., Kee.; after Jane Dundas, eldest daughter of Viscount Melville, d. 1862; named by John Ross, *ca.* 1833.

Jane Franklin; point, King William I., Frank.; after Lady Jane, wife of Sir John Franklin (*see* also Lady Franklin); named by John Ross, 1830.

Jardine; river, Franklin bay, Mack.; 'after Sir Henry Jardine, Bart., King's Remembrancer in the Court of Exchequer for Scotland.' (Richardson, 1826.)

Jekyll; lake, Boothia pena., Frank.; named by John Ross, 1831, 'after my friend, Capt. [Edward] Jekyll, R.N.'

Jenny Lind; *see* Lind.

Jensen; cape, Victoria I., Frank.; named by Amundsen, 1905, after Inspector Dangaard-Jensen, Greenland, who assisted in procuring dogs for his expedition.

Jermain; cape, Melville pena., Frank.; after John Jermain, Purser of the *Hecla*, 1821-23; named by Parry, 1822.

Johan; peninsula, Ellesmere I., Frank.; named by Sverdrup.

John; point, Prince Patrick I., Frank.; after John Brown (*q.v.*); named by M'Clintock, 1853.

John; lake, Ross river, Yukon; named by Keele, after his sled dog.

John Barrow; cape, Ellesmere I., Frank.; after John Barrow, son of Sir John Barrow (*see* Barrow).

John Barrow; island, Queens channel, Frank.; named by Penny.

Johnke; cape, Victoria I., Frank.; named by Hansen, Amundsen expedition, 1905, after F. H. Johnke, Danish Minister of Naval Affairs.

Jökel; bay, Ellesmere I., Frank.; named by Sverdrup.

John Ross; mountain, Ellesmere I., Frank. (*See* Ross.)

John Russell; point, Banks I., Frank.; after John Russell, 1st Earl Russell (1792-1878), an English statesman. orator and author; Home Secretary, 1835-39; Secretary for War and Colonies, 1839-41; Prime Minister, 1846-52; President of the Council, 1852-56; Prime Minister, 1865-66; named by M'Clure. (*See* also Russell.)

Johnson; point, Devon I., Frank.; named by Inglefield, 1852, after his 'late friend, Captain Johnson,' who 'deduced the deviation of our standard and binnacle compasses.'

Joiner; bay, Ellesmere I., Frank.; probably after Robt. Joiner, leading stoker of *Alert*, 1875-76. (Nares, 1875.)

Jolliffe; glacier, Ellesmere I., Frank.; probably after Thos. Jolliffe, captain of maintop of *Alert*; named by Nares, 1875-76.

Jones; cape, Baffin I., Frank.; after John D. Jones, Cincinnati, Ohio. (Hall, 1861.)

Jones; cape, James bay, Ung.; probably after Samuel Jones, Deputy Governor of the Hudson's Bay Company, 1729-1735.

Jones; island, Hudson bay, Kee.

Jones; sound, between Ellesmere and Devon Is., Frank.; named by Bylot and Baffin, 1616, after Sir Thomas Jones, merchant, and Lord Mayor of London, who had subscribed liberally toward the expense of the expedition.

Jones; tower, Baffin I., Frank.; after Charles T. Jones, Cincinnati. (Hall, 1861.)

Jordan; river, Baffin I., Frank.; after Daniel B. Jordan, Cincinnati. (Hall, 1861.)

Joseph Good; cape, Ellesmere I., Frank.; after Joseph Good, petty officer of H.M.S. *Alert*, Nares expedition, 1875-76.

Joseph Henry; cape, Ellesmere I., Frank.; after Joseph Henry (1797-1878), an American physicist, especially noted for his investigations in electromagnetism.

Josephine; river and bay, Boothia pena., Frank.; 'after the Crown Princess of Sweden'; named by John Ross, 1831.

Joy; bay and island, Hudson strait, Ung.; after James Joy, 1st Officer of the *Diana* in the Hudson Bay expedition, 1897.

Joy; mount, Melville I., Frank.; after the Quartermaster of the *Resolute*, 1852-54.

Joy; bay, Ellesmere I., Frank.; after J. D. W. Joy, Boston, Mass.

Joy; point, Ellesmere I., Frank.

Joy; mountain, Yukon; after Sergt. Joy, R.N.W.M.P.

Jubilee; mountain, Yukon; after Her Majesty Queen Victoria's Jubilee in 1887.

Jubilee; island, Hudson strait, Frank.; named by R. Bell, 1897—year of Queen Victoria's Jubilee.

Julian; point, Hudson strait, Frank.; after Julian Hawthorne, American novelist. (R. Bell, 1897.)

K

Kakinagimak; lake, Churchill river, Kee.; Indian name, meaning 'long.'

Kakito; mountain, Baffin I., Frank.; Eskimo, signifying 'high.'

Kane; basin, Ellesmere I., Frank.; after Dr. Elisha Kent Kane (1820-57), senior medical officer of the 1st Grinnell expedition under Lieut. De Haven; commanded the 2nd Grinnell expedition to Smith sound, 1853-55.

Kane; channel, Baffin I., Frank.

Kane; inlet, Cornwallis I., Frank.

Kate Austin; lake, Cornwallis I., Frank.; after a relative (probably wife or mother) of Capt. Austin; named by Penny, 1851.

Kapiskau; lake and river, Kee.; Indian name, meaning 'obstructed' or 'blocked up'; first applied to the lake and afterwards to the river.

Kasba; lake, Kazan river, Mack.; Indian name, meaning 'white partridge, ptarmigan.'

Kasheshebogamog; lake, Ung.; Indian name, meaning 'lake of many channels.'

Kater; cape, west coast Baffin I., Frank.; named by Parry, 1819, after 'Captain Henry Kater (1777-1835), one of the Commissioners of the Board of Longitude, to whom science is greatly indebted for his improvements of the pendulum, and the mariner's compass.'

Kater; cape, east coast Baffin I., Frank. (Ross.)

Kater; point, Coronation gulf, Mack. (Franklin, 1821.)

Kawachamak; lake, headwaters, Big river, Ung.; Indian name, meaning 'crooked.'

Kay; point, Arctic coast, Yukon; named by Franklin, 1826, 'after a much esteemed nephew.'

Kazan; river, Mack. and Kee.; Indian name, meaning, 'white partridge river.'

Kazanjerri; lake, Seal river, Kee.; from the Chippewyan Indian name, meaning, 'long.'

Kean; point; Victoria I., Frank.; probably after Charles John Kean (1811-68), a celebrated English actor.

Kearney; lake, west of Great Bear lake, Mack.; named by Abbé Petitot in 1870, after a brother missionary.

Keats; point, Arctic coast, Mack.; 'after Admiral Sir Richard Goodwin Keats, G.C.B. [1757-1834], Governor of Greenwich Hospital'; named by Richardson, 1826.

Keele; peak, Rocky mts., Mackenzie and Yukon; after Joseph Keele of the Geological Survey; he explored Ross river, Yukon, and Gravel river, Mack., in 1907-08.

Keewatin; district; in both Cree and Chippewa signifies, 'the north wind.'

Keith; bay, Great Bear lake, Mack.; after George Keith, Chief Factor of the Hudson's Bay Company, and who was in charge of fort Chipeywan during Franklin's expedition, 1819-22.

Keith; bay, Committee bay, Kee. (Rae.)

Keith; islands, Arctic coast, long. 102°, Mack.; named by Simpson, 1839. Writing from York Factory in 1832, Simpson says: 'Old Keith is a dried spider; good heavens, what a Governor. I wish I were five years older; in every other respect, without vanity, I feel myself perfectly competent to the situation.' Apparently there were two Keiths (brothers?) in the Hudson's

Bay Company's service, and it is not clear whether this group was named after George or James Keith, or both. The 1834 'deed poll' was signed by George Keith as Chief Factor and by James Keith as a retired Chief Factor.

Keith; point, Great Slave lake, Mack.; named by Back, 1833, 'in compliment to Mr. J. Keith, the Hudson's Bay Company's agent at Montreal.'

Kellett; cape, Banks I., Frank.; after Henry Kellett (1806-75); made three summer cruises through Bering strait in 1848, 1849 and 1850; Captain, commanding *Resolute* in Belcher expedition, 1852-54; later, Vice-Admiral, and knighted.

Kellett; cape, Prince of Wales I., Frank.

Kellett; island, Coronation gulf, Frank.

Kellett; river, Pelly bay, Arctic coast, Kee. (Hall.)

Kellett; strait, Melville and Eglinton Is., Frank.

Kelly; point, Melville I., Frank.; probably after Geo. Kelly, one of Nares' sledge crew, 1853.

Keltie; island, Royal Geographical Society group; named by Amundsen, 1905, after Dr. J. Scott Keltie, Secretary and Editor, Royal Geographical Society, London, Eng.

Keltie; bay, Hudson strait, Frank. (R. Bell, 1897.)

Kelvin; mountain, Yukon; after the late William (Thomson) 1st Lord Kelvin, a celebrated British mathematician and physicist; Professor of Natural Philosophy in Glasgow University, 1846-99; President of the British Association in 1871; knighted, 1866; *cr.* Baron Kelvin, 1892.

Kendall; cape, Coronation gulf, Mack.; named by Richardson, 1826, 'after my highly esteemed friend and companion'—Lieut. E. N. Kendall, R.N., Assistant Surveyor to the expedition.

Kendall; cape, Southampton I., Kee. (Lyon, 1824.)

Kendall; cape, Victoria I., Frank.

Kendall; island, Arctic coast, Mack. (Franklin, 1825.)

Kendall; point, Coronation gulf, Mack. (Franklin, 1825.)

Kendall; river, branch of the Coppermine, Frank. (Franklin.)

Keniapiskau; river, Koksoak river, Ung.; Montagnais name, signifying, 'long, rock lake.'

Kennedy; channel, between Ellesmere I. and Greenland, Frank.; named by Kane, 1854, after John P. Kennedy, Secretary of the Navy, U.S.

Kennedy; port, Bellot strait, Frank.; named by M'Clintock, 1858, 'after my predecessor'—William Kennedy, commanding the *Prince Albert*, 1851-53, Lady Franklin's first private Arctic expedition.

Kennedy; bay, Prince of Wales I., Frank.

Kennedy; cape, Bathurst I., Frank.

Kent; island, northeast of Devon I., Frank.; after H.R.H. Edward, Duke of Kent (1767-1820), 4th son of George III.; Major General and Lieutenant General, Halifax, 1794-98; General, 1799; Commander-in-Chief in North America, 1799-1800; Field Marshal, 1805; left at his decease, one child, Alexandrina-Victoria, who ascended the throne as Queen Victoria; named by Belcher, 1854.

Kent; peninsula, Mack.; 'after H.R.H. Duchess of Kent,' Maria Louisa Victoria (1786-1861), sister of Leopold I., King of the Belgians, and 4th daughter of the Duke of Saxe-Coburg-Saalfield; named by Simpson.

Kent; bay, Boothia pena., Frank. (Ross, 1831.)

Keppel; cape, Boothia pena., Frank.; probably after Gen. George Thomas (Keppel) (1799-1891), 6th Earl of Albermarle, *suc.* to title, 1869; M.P. for E. Norfolk, 1832-35; named by John Ross.

Keppel; head, Ellesmere I., Frank.; named by Nares, 1875, after 'Admiral, the Hon. Sir Henry Keppel, Commander-in-Chief at Plymouth.'

Ketza; river, Pelly river, Yukon; named by Robert Campbell of the Hudson's Bay Co., 1843, after one of his Indian canoemen.

Kew; bay, Bathurst I., Frank.; named by Belcher, 1853, after Kew Gardens, Surrey, England.

Key; point, Melville I., Frank.; probably after Admiral Sir Astley Cooper Key (1821-88); commanded the *Amphion* in the Baltic in the Russian war, 1854-55.

Khemig; island, Melville pena., Frank.; named by Parry, 1822; 'the word expressing in the Esquimaux language, anything stopping up the mouth of a place or narrowing its entrance, and applied also more familiarly to the cork of a bottle or a plug of any kind.'

Kiasko; lake, Nelson river, Kee.; Indian name, meaning 'gull.'

King; cape, Devon I., Frank.; after Dr. Richard King (1811-76), Arctic traveller and ethnologist; Surgeon and Naturalist, Back's land journey, 1833-35; Asst. Surgeon of the *Resolute*, Austin expedition, 1850-51; was the only Arctic authority who urged that search be made at the mouth of Backs river—where their remains were ultimately found—for the survivors of the Franklin expedition.

King; island, Arctic coast, Kee. (Back, 1834.)

King; point, Melville I., Frank.

King; island, Hudson strait, Ung.

King; point, Arctic coast, Yukon; named by Franklin, 1826, after Capt. Philip P. King (1793-1856), later, Rear Admiral; made a survey of the coast of Australia.

King Charles; cape, Baffin I., Frank.; named by Foxe, 1631:—'I named it King Charles his Promontorie.' After Charles I. (1600-48), crowned, 1626.

King Christian; island, Frank.; after Christian IX., b. 1818; King of Denmark since 1863; name discarded by Geographic Board (*see* Findlay).

King George; islands, Hudson bay, Ung.; after George III. (1738-1820), King of England, 1761-1820. Name now obsolete.

King George; sound, Ung.

King James; cape, Hudson strait, Ung.; after James I. (1566-1625), King of England, 1603-25; named by Hudson, 1610.

Kingmiktok; island, Ung.; Eskimo name, signifying 'dog island.'

King William; island, Frank.; after William IV. (1765-1837), King of Great Britain and Ireland, 1831-37; named by John Ross, 1830.

Kislingbury; river and valley; Ellesmere I., Frank.; after Lieut. F. F. Kislingbury, attached to Greely expedition.

Kissimitiskun; river, Nelson river, Kee.; Indian name, meaning 'old fish-weir.'

Kjer; cape, gulf of Boothia, Kee.; named by Ross, *ca.* 1830, after the clergyman of Holsteinborg, Greenland.

Knapp; bay, Hudson bay, Kee.; named by Capt. Francis Smith, 1747, 'after the name of the then Governor of the Hudson's Bay Company'—Thomas Knapp, Governor of Hudson's Bay Company, 1746-50.

Knee; lake, Hayes river, Kee.; 'Franklin's 1st Journey to the Polar Sea' says: 'has a very irregular form, and near its middle takes a sudden turn, from whence it derives its name.'

Knight; island, Boothia pena., Frank.; named by John Ross, probably after Admiral Sir John Knight (1748-1831).

Knight; island, Hudson bay, Kee.; probably after Capt. James Knight, for many years Governor of Hudson's Bay Co.'s factories in the bay; died *ca.* 1768.

Knot; bay, Ellesmere I., Frank.; after young knots caught here by the Nares expedition, 1875-6.

Knud; peninsula, Ellesmere I., Frank.; named by Sverdrup, 1899.

Kodlunarn; island, Baffin I., Frank.; Eskimo name, meaning 'white man.'

Koksoak; river, Ung.; Eskimo name, meaning 'big river'; *kok*, 'big,' and *soak*, 'river.'

König; cape, Baffin I., Fury and Hecla straits, Frank.; named by Parry, 1822, after the Mr. König, who described some of the fossils that he brought home.

Koroksoak; river, Ung.; Indian name, meaning 'river of the great gulch.' (Wallace.)

Kovik; river, Hudson bay, Ung.; Eskimo name, meaning 'brook.'

Krabbé; cape, Prince Patrick I., Frank.; after Frederick T. Krabbé, Master in the *Intrepid*, Belcher expedition, 1852-54.

Krabbé; point, Russell I., Frank.

Krenchel; islands, Simpson strait, Frank.; named by Amundsen, 1905, after H. B. Krenchel, Manager, Royal Danish Greenland Trading Company, who had assisted him in obtaining supplies.

Kritberg; mountain, Ellesmere I., Frank.; named by Sverdrup; Norwegian for 'white mountain.'

Krusenstern; cape, Coronation gulf, Mack.; named by Richardson, 1826, 'in honour of the distinguished Russian hydrographer'—Adam Johann Krusenstern (1770-1846), a famous Russian admiral and navigator.

Krusenstern; lakes, Boothia pena., Frank. (John Ross, 1831.)

Kuglotook; river, Ungava bay, Ung.; Indian name, meaning 'overflow.' (Wallace.)

Kull; island, gulf of Boothia, Kee.; named by Ross, *ca.* 1830, after the Governor of Holsteinborg, Greenland.

Kwemtali; lake, Great Slave lake, Mack.; Indian name, meaning 'white rock.' (Russell.)

L

Laberge; lake, Lewes river, Yukon; named by Dall, 1869, after Michel Laberge, Coteau, Que.; explorer employed by the Western Union Telegraph Company, 1865-67; native name, according to Dall, *miskuntlkakat*. Erroneously, 'Labarge,' as Laberge has stated that the latter form is the correct spelling of his name, and that he never spelled it otherwise.

Labyrinth; bay, Arctic ocean, Mack.; named by Simpson, 1839, from the channels between the numerous islands in this bay.

Lady Anne; strait, Devon and Coburg Is., Frank.; named by Ross, 1818, after Lady Anne Lindsay-Barnard (1750-1825), authoress of the ballad, 'Auld Robin Gray'; indicated as a 'bay' on Ross' chart.

Lady Franklin; bay, Ellesmere I., Frank.; after Lady Jane Franklin (1792-1875), second wife of Sir John Franklin. Between 1850 and 1857 she fitted out five ships to search for the missing Arctic expedition commanded by her husband.

Lady Franklin; cape, Bathurst I., Frank. (Penny, 1851.)

Lady Franklin; island, Baffin I., Frank. (Hall.)

Lady Franklin; point, Victoria I., Frank.

Lady Hamilton; bay, Cornwallis I., Frank.; named by Capt. Penny, 1851, 'after the Honourable Harriet Hamilton, the wife of Captain Hamilton, Secretary of the Admiralty' (*see* Baillie-Hamilton).

Lady Marjorie; lake, Dubawnt river, Kee.; after Lady Marjorie Gordon, daughter of Lord and Lady Aberdeen. (J. B. Tyrrell.)

Lady Melville; lake, Boothia isth., Frank.; named by John Ross, 1830, after Anne, Viscountess Melville, *née* Huck-Saunders; d. 1841.

Lady Murchison; bay, Boothia pena., Frank.; after Lady Murchison, wife of Sir Roderick Impey Murchison (*q.v.*).

Lady Parry; island, Boothia pena., Frank.; after Lady Parry, wife of Sir Edward Parry (*q.v.*).

Lady Pelly; cape, Committee bay, Kee.; after Lady Pelly, wife of Sir John Henry Pelly (*q.v.*).

Lady Richardson; bay, Victoria I., Frank.; after Lady Richardson, wife of Sir John Richardson (*q.v.*).

Lady Ross; point, Victoria I., Frank.; named by M'Clure, after wife of Sir John Ross, or wife of Sir James Clark Ross, probably latter.

Lady Simpson; cape, Melville pena., Frank.; named by Rae, 1847, after Lady Simpson, wife of Sir George Simpson (*see* Frances).

Ladue; creek, Yukon river, Yukon; after Jos. Ladue, a French Canadian, who prospected this stream in 1884-85.

Laird; lake, Somerset I., Frank.; named by M'Clintock, 1859, after Macgregor Laird, one of the subscribers to the M'Clintock expedition.

Lambert; island, Dolphin and Union strait, Arctic coast, Mack.; after 'Aylmer Bourke Lambert, Esq. [1761-1842], Vice-President of the Linnean Society'; named by Richardson, 1826.

Lambton; cape, Banks I., Frank.; after George Fred. D'Arcy (Lambton), 2nd Earl of Durham and Viscount Lambton (1828-79). Or, John Geo. Lambton, 1st Earl of Durham (1792-1840); *cr.* Viscount Lambton and Earl of Durham, 1833; Governor General of Canada, 1838. Named by M'Clure, 1851.

Lancaster; sound, Baffin and Devon Is., Frank.; named by Bylot and Baffin, 1616 . . . 'We called it Sir James Lancaster's Sound'; after Sir James Lancaster (died, 1618), English navigator; commanded the first fleet of the East India Company, 1600-03; was an active promoter of expeditions in search of the North West passage.

Landon; cape, King William I., Frank.; named by John Ross, probably after Letitia Elizabeth Landon (Mrs. Maclean) (1802-38), English poetess: name now obsolete.

Landseer; cape, Boothia pena., Frank.; named by John Ross, probably after Sir Edwin Henry Landseer (1802-73), famous animal painter.

Lands End; point, Ellesmere I., Frank.; named by Sverdrup, 1899, because he found it necessary to keep well away from the land in order to avoid drift ice—from the point the land trended to the northeast.

Lands End; point, Kent I., Devon I., Frank.; so named by Belcher, as it was the northwestern extreme of the island.

Lands End; cape, Prince Patrick I., Frank.; so named by Mecham, 1853, as it was the western extreme of the Arctic islands.

Lands Lokk; point, Ellesmere I., Frank.; meaning 'lands end,' being the 'farthest north' of the Sverdrup expedition, 1898-1902.

Lang; river, Somerset I., Frank.; named by John Ross, 1829, 'after my friend of Woolwich yard, who had so much exerted himself for our former expedition.'

Langley; point, Byam Martin I., Frank.; after the boatswain of the *Resolute.*

Langley; island, mouth of Mackenzie river, Mack.; probably after Thomas Langley, an officer of the Hudson's Bay Company.

Langton; harbour, Franklin bay, Mack.; named by Richardson, 1826, 'after the Agent of the Hudson's Bay Company at Liverpool.'

Lansdowne; lake, Attawapiskat river, Kee.; after Henry Charles K. Petty (Fitz-Maurice) 5th Marquis of Lansdowne, b. 1845; Governor General of Canada, 1883-88; Governor General of India, 1888-94; Secretary of State for War, 1895-1900; Secretary of State for Foreign Affairs, 1900-05. (R. Bell.)

Lansdowne; mountain and railway station, Yukon.

Lansing; river, tributary of Hess river, Yukon; after a Yukon pioneer.

Laperriére; port, Hudson strait, Ung.; after A. N. Laperriére, one of the observers who accompanied the Hudson Bay expedition, 1885-86; wintered here.

Lapie; river, tributary of the Pelly river, Yukon; named by Dr. G. M. Dawson, after one of the Indians who accompanied Robert Campbell of the Hudson's Bay Company during his exploration of the Pelly river, 1843.

Laporte; lake, between Lockhart and Mackenzie rivers, Mack.; after Jerome St. George, *dit* Laporte, of the Hudson's Bay Company, with MacFarlane in expedition, 1857.

La Ronciere; river, Arctic ocean, Mack.; named by Petitot, after La Ronciere le Noury, French admiral and eminent geographer.

LaTrobe; bay, King William I., Frank.; named by M'Clintock, 1858, 'in honour of the late Governor of Victoria [Charles Joseph LaTrobe (1801-75)], and of his brother, the head of the Moravian Church in London, both esteemed friends of Franklin.'

Laura; lakes, Cornwallis I., Frank.; named by Capt. Penny, 1851, 'after a daughter of Capt. Hamilton' (*see* Baillie-Hamilton).

Lawford; islands, Coronation gulf, Mack.; named by Franklin, 1821, 'as a mark of my respect for Vice-Admiral Lawford, under whose auspices I first entered the naval service.' Franklin served in the *Polyphemus*, under Capt. Lawford; Sir John Lawford, Admiral of the Red, d. 1842.

Lawrence; cape, Boothia pena., Frank.; named by John Ross, 1830. probably after Rear Admiral Hon. Geo. Heneage Lawrence, Lord of the Admiralty.

Lawrence; cape, Ellesmere I., Frank.; probably after Edwin Lawrence, gunner's mate of H.M.S. *Alert*, in the Nares expedition, 1875-6.

Leconte; island, Ellesmere I., Frank.; after John Lawrence Leconte (1825-83), an American naturalist. (Hayes.)

Le Feuvre; inlet, Prince of Wales I., Frank.; after W. J. Le Feuvre, one of the subscribers to the M'Clintock expedition, 1857-9.

Lefferts; island, Baffin I., Frank.; named by Hall, 1861, after Marshall Lefferts, New York.

Lefroy; bay, Melville pena., Frank.; after Sir John Henry Lefroy (1817-90), an English soldier, administrator and man of science; in 1840-42 was occupied in taking magnetic observations at St. Helena; was transferred to the Observatory of Toronto, 1842.

Leicester; island, Baffin I., Frank.; after Lord Robert Dudley, 11th Earl of Leicester (1532-88); named by Frobisher, 1577.

Leidy; cape, Ellesmere I., Frank.; after Joseph Leidy (1823-91), American naturalist.

Leiper; lake, Baring I., Frank.; named by Penny, 1851, after the 2nd Mate of the *Lady Franklin*.

Lemesurier; river, Arctic coast, Kee.; after a relative of James G. Stewart, second in command of Anderson & Stewart expedition down Backs river, 1855. Probably Henry Lemesurier (1797-1861), a prominent citizen of Quebec.

Leopold; cape, Coburg I., Frank.; after Leopold I. (1790-1865), King of the Belgians, 1831-65; youngest son of Francis, Duke of Saxe-Coburg; married Princess Charlotte, only child of George IV.

Leopold; island, Baffin I., Frank. (Parry, 1819.)

Leopold; port, Somerset I., Frank. (Parry, 1820.)

Levasseur; inlet, Baffin I., Frank.; named by Bernier, 1907, after Major Levasseur, ex-President, Quebec Geographical Society.

Le Vesconte; point, Baillie-Hamilton I., Frank.; 'after H. T. D. Le Vesconte, 2nd Lieutenant of the *Erebus* in the missing expedition'; named by Penny, 1851.

Le Vesconte; point, King William I., Frank.

Levvel; cape, Axel Heiberg I., Frank.; Norwegian word, meaning 'live-well'; named by Sverdrup, 1899, to commemorate a festival held here.

Lewes; island, Coronation gulf, Mack.; named by Franklin, 1821, probably after John Lee Lewes, Chief Factor of the Hudson's Bay Company.

Lewes; river, Yukon river, Yukon. (Campbell, 1843).

Lewis; point, Devon I., Frank.; probably after —— Lewis, Clerk of the *Assistance*, Belcher expedition, 1852-54.

Leyburn; point, Ellesmere I., Frank.; named by Inglefield, 1852, after William Leyburn, Chief Clerk, Victualling and Transport Services.

Leyson; point, Southampton I., Kee.; named by Capt. Lyon, 1824, after the Assistant-Surgeon of H.M.S. *Griper*.

Liard; river, Yukon, B.C., and Mack.; from the abundance of cottonwood trees ('liards') on its banks.

Liard; Hudson's Bay Company's fort, Liard river, Mack.

Liardet; point, Boothia pena., Frank.; after Capt. Francis Liardet, R.N.; Captain, 1840; in 1855 was a retired Captain on half pay; named by M'Clintock, 1859.

Liddon; gulf, Melville I., Frank.; after Capt. Matthew Liddon, commanding the *Griper* in Parry's 1st expedition, 1819-20.

Liddon; island, Melville pena., Frank.

Lieber; cape, Ellesmere I., Frank.; named by Hayes, after Dr. Francis Lieber (1800-72), Professor of History and Political Economy, Columbia College, 1857-72.

Lieven; bay, Boothia pena., Frank.; named by John Ross, 1831, after Count Lieven, Russian ambassador to Great Britain.

Lille Björnekap; cape, Ellesmere I., Frank.; Norwegian name, meaning 'little bear cape.'

Limestone; river, tributary of the Nelson, Kee.; translation of the Indian name, *mittitto*.

Lincoln; bay, Baffin I., Frank.; after Abraham Lincoln (1809-65), sixteenth President of the United States.

Lincoln; cape, Ellesmere I., Frank.; after F. W. Lincoln, Mayor of Boston, Mass., 1860. (Hayes.)

Lincoln; land, southern portion of Ellesmere I., Frank.; named by Inglefield, 1852, after Lincoln county, England.

Lind; island, Victoria I., Frank.; after Jenny Lind (1820-87), the famous Swedish singer; named by Rae, 1851, 'in honour of one whose sweetness of voice and noble generosity have been the theme of every tongue.'

Lindeman; lake, near the head of Lewes river, B.C.; named by Schwatka, 1883, after Dr. Maritz Lindeman, Vice-President of the Bremen Geographical Society.

Lindsay; cape, Baffin I., Frank.; named by Foxe, after Robert Bertie, Baron Willoughby de Eresby (1572-1642); *cr.* Earl of Lindsay, 1626; Lord Commissioner of the Navy: name now obsolete.

Lindsay; river, Boothia pena., Frank.; 'after Lord Lindsay'—Alex. (Lindsay), Earl of Balcarres, Lord Lindsay of Balcarres, &c. (1752-1825); joined the army, 1767; Lieut. Colonel, 1777; General, 1803; Governor of Jamaica, 1794-1801; named by John Ross, 1831.

Lindsay; head, May inlet, Bathurst I., Frank.; after Lieut.-Gen. James Lindsay, owner of the estate of Balcarres (*q.v.*).

Lindstrom; peninsula, Ellesmere I., Frank.; after Adolf Henrik Lindström, steward in Sverdrup expedition, 1898-1902.

Linklater; island, Dolphin and Union strait, Frank.; named by Rae, 1851, probably after an officer of the Hudson's Bay Company.

Liston; island, Arctic ocean, Mack.; named by Franklin, after Sir Robert Liston (1742-1836), British diplomatist.

Little; cape, Dundas I., Wellington channel, Frank.; named by Penny, 1851, after Lieut. Edward Little, in the *Terror* in the Franklin expedition.

Little; point, King William I., Frank. (M'Clintock, 1859.)

Little; point, Melville I., Frank.

Little Playgreen; lake, northeast of lake Winnipeg, Kee. (*see* Playgreen lake.)

Little Whale; river, Hudson bay, Ung.; from the whale fishing, formerly carried on near its mouth.

Lutit; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Company.

Liverpool; cape, Bylot I., Frank.; after Robert Banks (Jenkinson), 2nd Earl of Liverpool (1770-1828); Home Secretary, 1804-06 and 1807-09; War Secretary, 1809-12; Prime Minister, 1812-27; named by John Ross.

Liverpool; bay, Arctic coast, Mack. (Franklin, 1826.)

Livingstone; point, King William I., Frank.; after David Livingstone (1813-73), the noted African traveller; named by M'Clintock, 1859.

Loch; point, Victoria I., Frank.; named by M'Clure, 1851, probably after Francis Erskine Loch, Rear Admiral, 1850; Vice-Admiral, 1857; Admiral of the Blue, 1862.

Lock; island, Prince of Wales I., Frank.; discovered by Browne, 1851; possibly a clerical error for 'Loch' (*q.v.*).

Locker; point, Coronation gulf, Mack.; named by Richardson, 1826, 'after Edward H. Locker, Esq., Secretary to the Royal Hospital at Greenwich.'

Lockhart; river, tributary to the Anderson river, Mack.; after an officer of the Hudson's Bay Company.

Lockwood; cape, Ellesmere I., Frank.; after Lieut. James B. Lockwood of the United States army, in the Greely expedition, 1881-84.

Logan; mountain, east of Frances lake, Yukon; after Sir William Edmond Logan (1798-1875), founder and, for many years, Director of the Geological Survey of Canada; named by G. M. Dawson.

Logan; mountain, near mount St. Elias, Yukon. (Russell, 1890.)

Logan; port, Boothia pena., Frank.; named by John Ross, 1829, after Port Logan, seaport, village and harbour, Wigtownshire, Scotland.

Login; bay, Pelly bay, gulf of Boothia, Kee.; named by Rae, 1854; probably an error for 'Logan,' after a 'Red River storekeeper.'

Loks Land; island, Baffin I., Frank.; after Michael Lok, who wrote an account of Frobisher's first voyage and was one of the 'venturers.'

Lolique; river, Yukon; after the wife of Baptiste Forcier, guide to Robert Campbell of the Hudson's Bay Company, 1843. Name now obsolete.

Londesborough; harbour, Table I., Frank.; probably after Lord Albert-Denison Denison, 1st Baron Londesborough (1805-60), Vice-Admiral of the Yorkshire coast. (Belcher, 1853.)

Loney; island, Bathurst I., Frank.; after J. F. Loney, Master of the *Assistance,* Belcher expedition, 1852-54.

Long; point, lake Winnipeg, Man.; translation of the Ojibway Indian name, *kitchi-noshi*, meaning, 'big point.'

Lord Mayor; bay, Boothia isth., Frank. and Mack.; named by John Ross, *ca.* 1830, after Felix Booth (*q.v.*), promoter of the expedition.

Loring; bluff, Yukon river, Yukon; named by Schwatka, after Gen. Charles B. Loring, of the Boston Museum of Fine Arts.

Lorne; mountain and railway station, Yukon; after Rt. Hon. Sir John Douglas Sutherland Campbell (b. 1845), Marquis of Lorne; Governor General of Canada, 1878-83; succeeded his father, 1900, as the 9th Duke of Argyll; m. H.R.H. Princess Louise Caroline Alberta, 1871.

Louisa; lake, Devon I., Frank.; named by Macormick, 1852, after a near relative.

Louise; fiord, Ellef Ringnes I., Frank.; named by Sverdrup, after Louise, Princess of Sweden and Norway and Queen of Denmark (b. 1851).

Louis Napoleon; cape, Ellesmere I., Frank.; after Charles Louis Napoleon Bonaparte (1808-73), later, Napoleon III.; President of the Republic, 1848; executed the coup d'etat and was elected President for ten years, in 1851; proclaimed Emperor, 1852; abdicated, 1870; named by Hayes.

Louis Philippe; cape, King William I., Frank.; after Louis Philippe (1773-1850), son of Philippe Egalité, Duc d'Orleans; on the deposition of Charles X., 1830, he was elected King of France; deposed by the revolution of 1848; named by John Ross, 1831.

Lovell; point, Devon I., Frank.; after Wm. J. Lovell, 2nd officer of the *Advance* in 1st Grinnell expedition, 1850-51.

Lowther; island, Barrow strait, Frank.; after William (Lowther) (1787-1872), *styled* Viscount Lowther, 1807-44; Lord of the Admiralty, 1809; Lord of the Treasury, 1813-27; Vice-President of the Board of Trade, 1834-35, and

Treasurer of the Navy, 1834-35; succeeded to the Earldom of Lonsdale, 1844; Lord President of the Council, 1852; named by Parry, 1819.

Lubbock; bay, Hudson strait, Frank.; after late Sir John Lubbock, famous British scientist.

Ludvig; cape, Amund Ringnes I., Frank.; named by Sverdrup.

Luke; sound, Baffin I., Frank.; named by Frobisher, 1578, 'by reason of one Luke Ward that went with him on land.'

Lumley; inlet, Baffin I., Frank.; after John Lumley (1533-1609), 1st Baron Lumley; married firstly, Catherine, daughter of the Earl of Arundel and grand-daughter of the Marquis of Dorset (*q.v.*); married secondly, Elizabeth, daughter of Thomas, 2nd Baron Darcy of Chiche (*see* Darcie); named by Davis, 1587: name now obsolete.

Lund; mount, Victoria I., Frank.; named by Amundsen, 1905, after Henry Lund, Consul for Norway, San Francisco.

Lupton; channel, Baffin I., Frank.; named by Hall, 1861, after James Lupton, Cincinnati, Ohio.

Lyall; bluff, near Devon I., Frank.; after David Lyall, Surgeon in the *Assistance* in the Belcher expedition, 1852-54; was Surgeon of H.M.S. *Acheron*, 1847-51, G. H. Richards, Commander.

Lyall; point, Bathurst I., Frank.

Lynn; mountain, Ellesmere I., Frank.; after Sergt. David Lynn, U.S. Cavalry; with the Greely expedition, 1881-84.

Lyon; cape, Arctic coast, Mack.; after Capt. George Francis Lyon, R.N. (1795-1832); Commander of *Hecla* in Parry's 2nd voyage, 1821-23, and Commander of voyage to Roes Welcome, 1824; named by Richardson, 1826.

Lyon; inlet, Melville pena., Frank. (Parry, 1821.)

Lyon; point, Prince of Wales I., Frank.

Lyons; cape, Devon I., Frank.; after Edmund Lyons, Lord Lyons (1790-1858), British admiral and diplomatist; was appointed naval Commander-in-Chief in Crimean war in 1855.

Lyons; hills, Melville I., Frank.

Lyons; point, Prince of Wales I., Frank.; discovered by Browne, 1851; probably, after Lord Lyons (*see* Lyons cape).

M

McBain; cape, Devon I., Frank.; named by Macormick, R.N., 1852, 'after two esteemed friends, the former being one of the few remaining survivors of the battle of Trafalgar.'

M'Clintock; bay, Devon I., Frank.; after Admiral Sir Francis Leopold M'Clintock (1819-1907), famous Arctic explorer; entered Navy as 1st class volunteer, 1831; Midshipman, 1836; Mate, acting, 1838; Lieutenant, 1845; was 2nd Lieutenant of the *Enterprise* (James C. Ross expedition, 1848-49); 1st Lieutenant of *Assistance* (Austin expedition, 1850-51); Commander of *Intrepid* (Belcher expedition, 1852-54); commanded the *Fox*, 1857-59, when he brought home definite information respecting the fate of the Franklin expedition; in 1849, sledged over 500 miles, absent 39 days; in 1851, 770 miles, absent 80 days; autumn, 1852, 260 miles, absent 40 days; in 1853, travelled 1,210 geographical miles, absent 105 days—'by far the greatest Arctic effort that has ever been made'; 1854, 460 miles, 15 days; 1859, 920 miles, 76 days; K.C.B., 1859; Rear Admiral, 1871; Vice-Admiral, 1877; Admiral, 1884.

M'Clintock; bay, King William I., Frank.

M'Clintock; bay, Ellesmere I., Frank.

M'Clintock; cape, Ellesmere I., Frank.

M'Clintock; cape, Prince Patrick I., Frank.

M'Clintock; cape, Somerset I., Frank.

M'Clintock; channel, Baffin I., Frank. (Hall.)

M'Clintock; channel, between Victoria and Prince of Wales Is., Frank.

M'Clintock; point, Royal Geographical Society group, Frank. (Amundsen, 1905.)

M'Clintock; point, Prince Patrick I., Frank.

M'Clintock; river, Yukon.

M'Clure; bay, Ellesmere I., Frank.; after Robert John LeMesurier M'Clure (1807-1873), British naval officer and Arctic explorer; Mate of *Terror* in Backs voyage, 1836-37; Lieutenant of *Investigator* in Sir James Clark Ross' voyage, 1848-49; commanded *Investigator*, 1850-54, when he discovered the North West passage; knighted; received grant of £10,000, as first crew to pass from the Pacific to Atlantic by way of the Arctic; later, Vice-Admiral.

M'Clure; bay, Somerset I., Frank.

M'Clure; cape, Banks I., Frank.

M'Clure; cape, Prince of Wales I., Frank. (M'Clintock.)

M'Clure; cape, Somerset I., Frank.

M'Clure; point, Southampton I., Kee.

M'Clure; strait, between Melville and Banks I., Frank.

McConnell; river, Hudson bay, Kee.; after R. G. McConnell of the Geological Survey of Canada.

McDonald; cape, Milne I., Queens channel, Frank.; named by Penny, 1851, 'after one of the medical officers in the missing expedition, who had accompanied me to Davis straits during two or three voyages, previous to his entering Her Majesty's service'—Alex. McDonald, Asst.-Surgeon of the *Terror*, Franklin expedition.

MacCulloch; island, Boothia pena., Frank.; named by John Ross, 1830, after Dr. John MacCulloch (1773-1835), an eminent geologist, who classified and named the geological specimens that Ross brought home.

MacCulloch; point, Baffin I., Frank. (John Ross, 1818.)

Macdiarmid; island, Boothia pena., Frank.; named by Ross, after George Macdiarmid, Surgeon of *Victory*, John Ross' 2nd voyage, 1829-33.

Macdonald; cape, Devon I., Frank.; named by Inglefield, 1852, after 'Mr. Macdonald, the Master Attendant of Woolwich Dockyard.'

Macdonald; island, Hudson strait, Frank.; after Gen. Hector Macdonald, distinguished himself in the Boer war, S.A. (R. Bell, 1897.)

Macdouall; river, Boothia pena., Frank.; named by John Ross, 1829, after Colonel Macdouall of Logan, Wigtonshire, Scotland.

Macdougall; bay, Bathurst I., Frank.; after George Frederick Macdougall, Master of H.M.S. *Resolute*, Belcher expedition, in search of Sir John Franklin, 1852-54.

Macdougall; channel, Bathurst and Cornwallis Is., Frank.

Macdougall; island, Devon I., Frank.; probably same as foregoing.

Macdougall; point, Melville I., Frank.

Macdougall; lake, Backs river, Kee.; named by Back, 1834, 'after my friend, the Lieutenant Colonel of the gallant 79th Highlanders.'

McEvoy; lake, Yukon; after James McEvoy, M.E., late of the Geological Survey of Canada.

McGee; lake, Baffin I., Frank.; after W. J. McGee, American geologist. (R. Bell, 1897.)

McGillivray; island, mouth of Mackenzie river, Mack.; named by Franklin, after Simon McGillivray of the North West Company.

McGillivray; bay, Adelaide pena., Kee.; named by Simpson, 1839.

Machar; inlet, Melville pena., Frank.; named by Rae, 1847, after 'the Rev. Mr. Machar of Kingston, Canada West.'

McKay; inlet, Mack.; named by Dease and Simpson, after James McKay, one of their steersmen.

McKay; peak, Backs river, Kee.; named by Back, 1834, after James McKay, one of his steersmen.

McKenzie; inlet, Melville pena., Frank.; named by Rae, 1847, 'after a friend.'

Mackenzie; bay, Arctic coast, Mack.; after Sir Alexander Mackenzie (1755-1820), explorer; entered the service of the North West Fur Company, 1779; commanded an exploring expedition to the Northwest, 1789, during which he discovered the Mackenzie river; in 1793, reached Bentinck arm of Burke channel by way of the Peace, Fraser and Blackwater rivers—the first white man to reach the Pacific overland from Canada.

Mackenzie; cape, Coronation gulf, Mack. (Franklin, 1821.)

Mackenzie; river, Mack.

Mackenzie; name of a district of northern Canada; has no legal authority, but is used as a convenient designation for the N.W.T. west of long. 100° W.

McKinlay; bay, Prince of Wales I., Frank.; named by M'Clintock, 1859, after the Misses McKinlay, subscribers to the M'Clintock expedition.

McKinley; bay, Arctic coast, Mack.; named by Richardson, 1826, 'out of respect to Captain George McKinley, of the Naval Asylum.'

McKinley; river, tributary to Backs river, Mack.; named by Back, 1834, after Rear Admiral George McKinley.

McLaren; cape, Melville pena., Frank.; named by Parry, 1821, after Allan McLaren, Asst.-Surgeon in the *Hecla*.

McLean; island, Baffin I., Frank.; named by Hall, after John McLean (1785-1861), an American jurist and politician.

McLelan; strait, Hudson strait, Ung.; after Hon. A. W. McLelan, President of Privy Council, 1881-82; Minister of Marine and Fisheries, 1882-85;

Minister of Finance, 1885-87; Postmaster General, 1887-88; Lieut.-Governor of Nova Scotia, 1888-90.

McLeod; bay, Great Slave lake, Mack.; named by Back, after Chief Factor Alexander Roderick McLeod, an officer of the Hudson's Bay Company, who accompanied Back's expedition, 1833-35.

McLoughlin; bay, Arctic ocean, Kee.; named by Simpson, after Dr. John McLoughlin (1784-1857), Governor, for the Hudson's Bay Company, of the Oregon territory and New Caledonia, 1824-46.

McLoughlin; cape, Melville pena., Frank. (Rae, 1847.)

McMurdo; point, Southampton I., Kee.; after Archibald McMurdo, 3rd Lieutenant of the *Terror* in Back's expedition, 1836-37.

McPherson; Hudson Bay Company's fort, Peel river, Mack.; after a Chief Factor of the Hudson's Bay Company; in 1839, 'Chief Trader McPherson' was in command at fort Simpson.

McQuesten; river, Stewart river, Yukon; after a member of the firm, Harper & McQuesten, who commenced trading in Yukon and Alaska in 1873; in 1897, McQuesten was 'in the employ of the Alaska Commercial Company.'

McTavish; cape, Melville pena., Frank.; named by Rae, 1847, after 'William McTavish, Chief Trader' of the Hudson's Bay Company.

McTavish; bay, Great Bear lake, Mack.; after John George McTavish, Chief Factor of the Hudson's Bay Company. (Franklin, 1827.)

McTavish; hill, Committee bay, Kee.; named by Rae, 1847, after 'the late John George McTavish, Chief Factor' of the Hudson's Bay Company.

McTavish; point, long. 101°, Arctic coast, Mack.; named by Simpson, 1839, after either John George McTavish or William McTavish.

McTavish; island, Hudson bay, Ung.; after D. McTavish, an officer of the Hudson's Bay Company.

Macmillan; river, tributary of the Pelly river, Yukon; named by Robert Campbell, after a Chief Factor of the Hudson's Bay Company.

Maconochie; island and point, Arctic coast, Kee.; named by Back, 1834, 'after my friend, Captain Maconochie, R.N.'

Macormick; bay, Devon I., Frank.; after R. M. Macormick (1800-90), Surgeon of *North Star* in Belcher expedition, 1852-54.

Macormick; inlet, Melville I., Frank.

Macoun; point, lake Winnipegosis, Kee.; after Prof. John Macoun, Botanist and Naturalist, Geological Survey of Canada.

Macready; point, Victoria I., Frank.; named by Rae, 1851, 'in honour of the distinguished tragedian, 'William Chas. Macready' (1793-1873); retired from the stage, 1851.

Maculloch; point, Baffin I., Frank.; after Dr. McCulloch, who classified the geological specimens brought home by John Ross.

MacCulloch; point, Baffin I., Frank. (John Ross, 1818.)

McVicar; bay, Great Bear lake, Mack.; after Robert McVicar, one of the Chief Traders of the Hudson's Bay Company. (Franklin.)

Maguire; cape, Boothia pena., Frank.; after Rochfort Maguire, Commander of H.M.S. *Plover*, employed as store ship for vessels of Franklin search expeditions.

Maitland; cape, Liverpool bay, Arctic coast, Mack.; named by Richardson, 1826, 'after His Excellency Sir Peregrine Maitland, Lieutenant Governor of Upper Canada.'

Majendie; cape, Devon I., Frank.; named by Capt. Penny, 1851, 'after a gentleman related to Sir John Franklin's family, who has done much in assisting and encouraging the search for the missing ships'—Capt. Ashurst Majendie.

Malcolm; river, Arctic coast, Yukon; after Admiral Sir Pulteney Malcolm (1768-1838).

Malfait; lake, Camsell river, Mack.; ('ill-shaped') from its extraordinary form.

Male-otter; lake, Kaniapiskau river, Ung.; translation of the Indian name, '*euchukamao*.'

Malley; cape, Ellesmere I., Frank.; probably after William Malley, able seaman of H.M.S. *Alert*, in the Nares expedition, 1875-6.

Manaton; peak, Prince of Wales I., Frank.; named by Ommanney, 1851, after Vice-Admiral Henry Manaton Ommanney, who, in 1855, was on reserved half-pay.

Manico; point, Southamptotn I., Kee.; named by Lyon, 1824, after Lieut. P. Manico, of H.M.S. *Griper*.

Manners-Sutton; island, Arctic coast, Mack.; named by Richardson, 1826, after Charles Manners-Sutton (1755-1828), Archbishop of Canterbury. Or, after his son, Charles Manners-Sutton (1780-1845), *cr.* Viscount Canterbury, 1835; Speaker of the House of Commons, 1817-34.

Manning; cape, Cornwallis I., Frank.; named by Lieut. De Haven, 1850, after 'a warm personal friend and an ardent supporter of the expedition.'

Manning; cape, Prince Patrick I., Frank.; named by Mecham, 1853, 'after Captain Manning, of the 1st Dragoon Guards.'

Mansel; island, Hudson bay, Ung.; after Vice-Admiral Sir Robert Mansel (1573-1653); Treasurer of the Navy; named by Button, 1613; Button married Mansel's niece.

Manson; point, Prince Patrick I., Frank.; probably after Wm. Manson, one of the seamen in Mecham's sledge crew, 1853.

Maori; point, Melville I., Frank.; after the natives of New Zealand; near Selwyn (*q.v.*) point, which after Bishop Selwyn of New Zealand, who laboured among the Maoris.

Marble; island, Hudson bay, Kee.; from the white marble of which it is formed. Foxe says, 1631: 'I named this island Brooke Cobham, thinking then of the many furtherances this voyage received from that honourable knight, Sir John Brooke'—'John Brooke of Heckington . . . was, on Jan. 3, 1644/5, *cr.* Baron Cobham' . . . He seems to have been a weak-minded man wedded to a very strong-minded wife.' (Cockayne.)

Marcet; island, Coronation gulf, Mack.; named by Franklin, 1820, after Dr. Marcet, inventor of an improved water-bottle.

Margaret; island, Boothia pena., Frank.; named by John Ross, 'after the daughter of a friend, T. Tilson, Esq.'

Maria da Gloria; cape, Boothia pena., Frank.; named by John Ross, *ca.* 1833, after Maria II. (Maria da Gloria) (1819-53), Queen of Portugal, daughter of Pedro I. of Brazil.

Maria Louisa; cape, King William I., Frank.; named by John Ross, 1830, after Maria Louisa (1791-1847), ex-Empress of France.

Marian; lake and river, Great Slave lake, Mack.; named by J. M. Bell, after his mother, Marian Rosamond Bell.

Marianne; lake, Devon I., Frank.; named by Macormick, 1852, 'after a near relative.'

Maringouins; lake, Great Bear lake, Mack.; (Fr. 'mosquito') from the numbers of these insects found there.

Marjorie; lake, Dubawnt river, Kee. (*See* Lady Marjorie.)

Markham; island, Melville I., Frank.; after Sir Clements R. Markham, traveller, geographer and historian; Midshipman in the *Assistance*, Austin expedition; K.C.B., 1896. Sir Clements Markham, Admiral Sir Vesey Hamilton and Dr. Chas. Ede are the only officers of the *Assistance*, now living.

Markham; island, Melville I., Frank.

Markham; point, Bathurst I., Frank.

Markham; strait, between Royal Geographical group and Bryde island, Frank.; named by Amundsen, 1905.

Markham; bay, Ellesmere I., Frank.; after Commander Albert H. Markham, of H.M.S. *Alert*, in the Nares expedition, 1875-6, when he reached the, then, 'farthest north, 83° 20′ 26″; Rear Admiral, 1892; Commander-in-Chief at the Nore, 1901-04; retired, 1906; K.C.B., 1903.

Markham; fiord, Ellesmere I., Frank.

Markham; lake, Dubawnt river, Mack.

Markham; bay, Hudson strait, Frank.; after Sir Clements Markham and Admiral Sir Albert Markham. *See* above. (R. Bell, 1897.)

Marryat; point, Melville I., Frank.; named by Richards, 1851, after a relation of Capt. Belcher—Capt. Marryat, R.N. Or, after Lieut. Joseph H. Marryat, a brother officer of Richards in the *Samarang*.

Marsh; lake, upper Lewes river, Yukon; named by Schwatka, 1883, after Prof. O. C. Marsh, an American palæontologist; was professor at Yale University, 1866-99.

Marte; lake and **Marte**, river, Mack.; from the martins that were caught by the Indians in this vicinity.

Martin; islands, Boothia pena., Frank.; probably after Henry Martin, Second Master in H.M.S. *Plover*.

Martineau; cape, Melville pena., Frank.; named by Parry, 1821, after his brother-in-law, Joseph Martineau.

Martyr; cape, Cornwallis I., Frank.; named by Parry, 1819-20, after 'a much esteemed friend,' Charles Martyr.

Mary; island, Baffin I., Frank.; named by Hall, 1861, after one of the daughters of Augustus H. Ward, New York.

Matheson; island, Arctic coast, Kee.; named by Rae, 1854, after one of the Directors of the Hudson's Bay Company.

Matlack; island, Baffin I., Frank.; named by Hall, 1862, after B. Matlack, Cincinnati.

Matthew Smith; cape, Melville pena., Frank.; named by Parry, 1822, 'by Lieutenant Nias' request—after Captain Matthew Smith, of the Royal Navy.'

Matthias; point, Prince of Wales I., Frank.; named by Sir Jas. C. Ross, 1848, after Henry Matthias, Asst.-Surgeon of the *Enterprise.*

Matty; island, King William I., Frank.; named by James C. Ross in 1830, 'in compliment to the fair donors of the beautiful silk colours, which we then displayed in honour of the day'—the anniversary of their departure from England. (*See* also Beverly.)

Maundy Thursday; cape, Axel Heiberg I., Frank.; translation of the Norwegian name, 'Skjaertorsdags'; so named by Sverdrup as it was discovered on that day.

Maunoir; butte, Yukon; named by Schwatka, 1883, after M. Charles Maunoir, Secretary of the Geographical Society, Paris.

Maunoir; lake, Anderson river, Mack.; named by Petitot.

Maury; bay, Ellesmere I., Frank.; after Matthew Fontaine Maury (1806-73), American hydrographer and naval officer; Superintendent of the Hydrographical Office and National Observatory, 1844-61.

Maury; channel, Cornwallis I., Frank.; named by Lieut. De Haven, 1850.

Maxwell; bay, Devon I.. Frank.; named by Parry, 1819, 'after my friend, Mr. Maxwell, to whose kindness and unremitting attention I am more indebted than it might be proper here to express.'

Maxwell; cape, Ellesmere I., Frank.; named by Inglefield, 'after Sir William Stirling Maxwell [1818-78], my good friend of Calderwood Castle.'

May; cape, Ellesmere I., Frank.; after Lieut. W. H. May, of H.M.S. *Alert,* in the Nares expedition, 1875-6.

May; cove, Byam Martin I., Frank.; probably same as May inlet, which see.

May; inlet, Bathurst I., Frank.; after Lieut. W. W. May, of H.M.S. *Assistance,* Belcher expedition, 1852-53.

May; point, Axel Heiberg I., Frank.; from being discovered on the 1st of May. (Sverdrup.)

Mayo; river and lake, Stewart river, Yukon; 'after one of the partners in the firm of Harper, McQuestion & Co.' (spelt 'Mayhew' by Ogilvie); in 1887-88, A. Mayo (or Mayhew) was in charge of the post at Stewart river.

Mazenod; lake, north of and tributary to Great Slave lake, Mack.; after Mgr. Mazenod, Bishop of Marseilles; founded the Order of Oblats of Mary Immaculate about 1815.

Meadowbank; mountain, Backs river, Kee.; named by Back, 1834, 'in honour of the learned Lord of that name'—Alexander Maconochie-Welwood, Lord Meadowbank (1777-1861), Scottish judge.

Mecham; cape, Prince Patrick I., Frank.; after Lieut. George Frederick Mecham, of H.M.S. *Resolute,* 1852-54; in 1853, sledged 1,006 geographical miles, absent 91 days.

Mecham; island, Prince of Wales I., Frank.

Medicine-stone; lakes, Berens river, southern Kee.; from a large boulder standing alone, which is an object of wonder to the Indians, and offerings of tobacco, pipes and other valuables have been made at its base for many years.

Megik; lake, Churchill river, Kee.; Indian name, meaning 'otter.'

Melbourne; island, Arctic coast, long. 105°, Mack.; named by Simpson, 1839, after William Lamb, 2nd Viscount Melbourne (1779-1848), an English statesman; Home Secretary, 1830-34; Premier, 1834 and 1835-41.

Melbourne; island, King William I., Frank. (Ross.)

Melville; island, northwestern portion of Frank.; named by Parry, 1819, after Robert Saunders Dundas, 2nd Viscount Melville (1771-1851); Lord Privy Seal, 1811-51; First Lord of the Admiralty, 1812-27 and 1828-30.

Melville; pena., between gulf of Boothia and Fox channel, Frank.

Melville; range, Arctic coast, long. 124°, Mack. (Richardson, 1826.)

Melville; sound, Coronation gulf, Mack. (Franklin, 1821.)

Melville; sound, between Melville and Victoria Is., Frank. (Parry.)

Melville; lake, boundary between Ung. and Que.; probably after Viscount Melville (*see* Melville island).

Menchikoff; bay, Boothia pena., Frank.; named by John Ross, 1830, after Prince Alexander Sergevitch Menchikoff (1787-1869), Russian general and diplomatist.

Mercy; bay, Banks I., Frank.; harbour in which M'Clure wintered, 1851-53, and where he abandoned the *Investigator*. After narrowly escaping crushing by the ice and shipwreck, he discovered this bay, 'Not without feelings of deep thankfulness was it called the Bay of Mercy.'

Mercy; cape, Baffin I., Frank.; named by Davis on his first voyage, 'Cape of God's Mercy, as being the place of our first entrance for the discovery.'

Merry; cape, Churchill river, Kee.; after Capt. John Merry, Deputy Governor, Hudson's Bay Company, 1712-29.

Merry; headland, Chesterfield inlet, Hudson bay, Kee.

Merry; island, Hudson bay, Kee.

Michelsen; cape, Victoria I., Frank.; named by Amundsen, 1905, after Christian Michelsen, then Prime Minister of Norway.

Michie; mountain, Yukon; after Prof. Michie, of West Point, U.S. (Schwatka.)

Michikamats; lake, Ung. (*See* Mishikamats.)

Michikamau; lake, Ung. (*See* Mishikamau.)

Middle; lake, Boothia isth., Frank.; named by John Ross; descriptive.

Midlane; point, Banks I., Frank.; named by M'Clure, 1851, after M. W. Midlane, clerk, Admiralty.

Miles; cape, Melville pena., Frank.; named by Rae, after Robert Miles, Chief Factor of Hudson's Bay Company. (*See* Miles lake.)

Miles; islands, Coronation gulf, Frank. (Rae, 1851.)

Miles; lake, Boothia gulf, Kee.; named by Rae, after a friend. In 1832 Simpson wrote: 'Chief Trader Miles is accountant and winter chief of the [York] Factory. He is a good-hearted Englishman, very able at the desk, but eternally grumbling; and his judgment is no deeper than his inkstand.'

Mill; island, Baffin I., Frank.; named by Baffin, 1615, 'by reason of the greate extremetye and grindinge of the ice, as this night we had proofe thereof.'

Miller; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Company.

Milne; bay, Ellesmere I., Frank.; after Rear Admiral Sir Alexander Milne (1806-1896), Lord of the Admiralty, 1847-59; Rear Admiral, 1858.

Milne; island, Bathurst I., Frank.

Milne; island, Queens channel, Frank. (Penny, 1851.)

Milne; mountain, Exmouth I., Frank.

Milne; point, Banks I., Frank.

Milne; point, Prince of Wales I., Frank.

Milne; cape, Royal Geographical Society group, Frank.; named by Amundsen, 1905, after Capt. Milne, a Scotch whaler, who deposited stores for him on Dalrymple rock.

Milne; inlet, Baffin I., Frank.; named by Bernier, 1906, after Capt. W. F. Milne of the whaling steamer, *Eclipse*.

Mina; island, Hudson strait, Frank.; after Miss Mina Stewart, Ottawa. (R. Bell, 1897.)

Miners; range, lake Laberge, Yukon; named by Dr. G. M. Dawson, after the miners who met him and his party near here.

Minie; mount, Kent I., Frank.; after Claude Etienne Minié (1804-79), inventor of the Minie rifle, 1849. (Belcher, 1853.)

Minto; islands, Arctic ocean, Mack.; named by Simpson, 1838, after Gilbert (Elliot-Murray-Kynynmound) 2nd Earl of Minto (1782-1859); First Lord of the Admiralty, 1835-41.

Minto; head, Prince of Wales I., Frank.

Minto; inlet, Victoria I., Frank.

Minto; mountain, Southampton I., Kee.

Minto; lake, east of Hudson bay, Ung.; after Sir Gilbert John (Elliot-Murray-Kynynmound) 4th Earl of Minto, Governor General of Canada, 1898-1904; b. 1847; *styled* Lord Melgund till *suc.* to title, 1891.

Mishikamats; lake, Northwest river, Ung.; or Little Mishikamau, Indian for 'little great lake.'

Mishikamau; lake, Northwest river, Ung.; Indian name, meaning 'great lake.'

Missi; fall, Churchill river, Kee.; from the Indian '*missipowatik*,' meaning 'big fall' or 'big rapid.'

Mistassin; lake, Winisk river, Kee.; Indian name, meaning 'big stones,' referring to large rocks on its shores.

Mitchell; point, Ellesmere I., Frank.; probably after Thomas Mitchell, Assistant Paymaster of H.M.S. *Discovery*, in the Nares expedition, 1875-6.

Mittie; island, Ellesmere I., Frank.; named by Inglefield, 'after the daughter of one of my friends.'

Moffet; bay, Baffin I., Frank.; after F. Moffet, editor of 'Le Temps,' Ottawa. (Bernier, 1906.)

Mogg; bay, Melville pena., Frank.; named by Parry, 1822, 'after Mr. Mogg, of the *Hecla*'—William Mogg, Clerk in *Hecla*, 1821-23.

Moltke; bay, Boothia pena., Frank.; named by John Ross, 1829, after Charles Emilius, Count de Moltke, who, as plenipotentiary for Denmark, signed a treaty of commerce with Great Britain, June 16, 1824.

Moltke; island, M'Clintock channel, Frank.; named by Amundsen, 1905, after Count Moltke, member of the Mylius Erichsen expedition to west coast of Greenland.

Montagu; cape, Wager inlet, Kee.; after John (Montagu), 2nd Duke of Montagu (1689-1749); Master General of the Ordnance, 1742-49.

Montreal; island, Arctic coast, Kee.; named by Back, 1834, 'in commemoration of the attention we had received from the public-spirited and hospitable inhabitants of that city'—Montreal, Canada.

Montreal; point, lake Winnipeg, Kee.

Montresor; river, tributary to Backs river, Kee.; named by Back, 1834, 'after Lieutenant-General Sir Thomas Montresor.'

Montrose; cape, Hudson strait, Frank.; after Violet Hermione, Duchess of Montrose, 2nd dau. of Sir Frederic Graham of Netherby. (R. Bell, 1897.)

Monumental; island, Baffin I., Frank.; named by Hall, 1862, in memory of Sir John Franklin.

Moore; bay, Coronation gulf, Mack.; named by Franklin, 1821, 'after my friend, Mr. Daniel Moore, of Lincoln's Inn, to whose zeal for science the expedition was indebted for the use of a most valuable chronometer.'

Moore; island, Darnley bay, Arctic coast, Mack. (Richardson, 1826.)

Moore; bay, Prince Patrick island, Frank.; named by M'Clintock, 1853, probably after Com. T. E. L. Moore. (*See* Moore island.)

Moore; island, Bathurst I., Frank.; probably after Commander T. E. L. Moore, who commanded the *Plover*, store-ship, Bering strait, 1848 till superseded on promotion, 1852.

Moore; islands, Coronation gulf, Mack.; named by Franklin, 1821, after Admiral Sir Graham Moore (1764-1843); in 1821, was Lord High Admiral. (*See* Graham Moore.)

Moreton; bay, Eglinton I., Frank.; named by Richards, 1853, probably after Hon. Wyndham P. Moreton, clerk, Admiralty.

Morin; mount, Baffin I., Frank.; after O. J. Morin, 2nd Officer of the *Arctic* (Bernier, 1907).

Morrison; peak, Yukon river, near 141st meridian, Yukon; named by Ogilvie, 'after a member of my party.'

Mort; lake, north of Great Slave lake, Mack.; an outbreak of scarlet fever almost exterminated a large encampment of Indians near this lake, hence the name.

Moskusfjord; bay, Ellesmere I., Frank.; Norwegian name, meaning 'musk-ox bay.' (Sverdrup.)

Moss; point, Ellesmere I., Frank.; after Edward Lawton Moss, Surgeon of H.M.S. *Alert*, Nares expedition, 1875-6.

Mould; bay, Prince Patrick I., Frank.; named by Mecham, 1853, at the request of Nares—presumably after a friend of Nares.

Mountain Indian; river, Arctic coast, Yukon; named by Franklin, 1826, after the interior Indians, who, at that date, descended it annually, from the mountainous region, to trade with the Arctic coast Eskimos.

Mourning; point, James bay, Kee.; from the burying of one of Capt. James' men here.

Mowatt; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Company.

Moyle; bay, Melville pena., Frank.; named by Parry, 1821, at the request of Joseph Sherer, Midshipman in *Hecla*; probably after a friend.

Much-gold; creek, Klondike river, Yukon; abbreviation of the miner's name—'too-much-gold'—so named because the gold was so plentiful that the miners said, jokingly, 'you have to mix gravel with it to sluice it.'

Muddy; lake, Saskatchewan river, Kee.; after the low mud flats along its banks.

Mudge; cape, Melville I., Frank.; named by Parry, 1820, 'after Colonel Mudge, R.A., one of the Commissioners of Longitude.'

Mukalik; river, Ungava bay, Ung.; Indian name, meaning 'muddy.' (Wallace.)

Mukatowi; lake, Baffin I., Frank.; after an Eskimo who visited the *Arctic* (Bernier, 1907).

Mukoman; river and rapid, Churchill river, Kee.; Indian name, meaning 'knife.'

Munk; cove, mouth of Churchill river, Kee.; after Jens Munk, commander of a Danish expedition in search of the North West passage; wintered here, 1619-20.

Mundy; harbour, Boothia pena., Frank.; named by Ross, 1830, probably after Admiral Sir George Mundy, R.N.; Rear Admiral, 1857; Vice-Admiral, 1863.

Mumo; point, Kent pena., Mack.; named by Simpson, 1838, probably after an officer of the Hudson's Bay Company.

Mumo; inlet, Committee bay, Frank.; named by Rae, 1847.

Munster; island, Boothia pena., Frank.; named by John Ross, 1831, after Col. George Fitzclarence, illegitimate son of William IV., Major General in the army.

Murchison; cape, Baffin I., Frank.; after Sir Roderick Impey Murchison (1792-1871), a Scottish geologist; in 1855, appointed Director General of the Geological Survey and Director of the Royal School of Mines and Geological Museum; was an enthusiastic supporter of Arctic exploration.

Murchison; cape, Ellesmere I., Frank.;

Murchison; mount, Devon I., Frank.

Murchison; promontory, Boothia pena., Frank.; named by M'Clintock, 1859.

Murchison; river, Arctic coast, Kee.

Murdaugh; island, Cornwallis I., Frank.; named by Lieut. De Haven, 1850, 'after the Acting Master of the *Advance*'—William H. Murdaugh.

Murray; inlet, Melville I., Frank.; named by Lieut. G. F. Mecham, 1853, after his 'kind friend, Commander Murray, R.N.'

Murray; harbour, Melville I., Frank.; named by Lieut. R. Vesey Hamilton, 'after Rear Admiral Murray.'

Murray; hills, Bathurst I., Frank.; probably same as Murray harbour.

Murray; island, Coronation gulf, Frank.; named by Rae, 1851, after Alex. Hunter Murray (1818-74), Chief Trader, Hudson's Bay Company; founded fort Yukon, 1847.

Murray; lake, between the Mackenzie and Lockhart rivers, Mack.

Murray; point, Victoria I., Frank.

Murray; point, Hudson strait, Frank.; after Sir John Murray, British scientist; naturalist in *Challenger* in exploration of physical and biological conditions of ocean basins, 1872-76.

Murray Maxwell; bay, Baffin I., Frank.; named by Parry, 1823, 'after Capt. Sir Murray Maxwell, R.N.'

Musk-ox; lake, Backs river, Mack.; after the musk-oxen found here in abundance at certain seasons of the year.

Musk-ox; valley, Ellesmere I., Frank.; named by Lieut. Lockwood, of Greely expedition, after the musk-oxen seen there.

Musogetewi; lake and river, Nelson river, Kee.; Indian name, meaning 'moose-nose.'

Mylius; island, Victoria I., Frank.; named by Amundsen, 1905, after Mylius Erichsen, leader of a Danish expedition, and whom he met in 1903, on the coast of Greenland; Erichsen died of starvation on the northeast coast of Greenland in 1907.

N

Nagle; lake, south of Great Bear lake, Mack.; named by J. M. Bell, after a free trader on Great Slave lake.

Nahanni; rivers, **North**, tributary to Mackenzie river, and **South**, tributary to Liard river, Mack.; after the Nahanni ('people of the West') an Athapascan division, occupying the Rocky Mountain region between 57° and 65° N.

Nahanni; butte, Liard river, Mack.

Nainlin; brook, Gravel river, Rocky mts., Mack.; Montagnais name, meaning 'cascade.'

Namew; lake, Churchill river, Kee. and Sask.; from the Indian name '*namea*,' meaning, 'sturgeon.'

Nansen; cape, Victoria I., Frank.; after Fridtjof Nansen, Norwegian Arctic explorer; crossed Greenland, 1888; commanded an Arctic expedition, 1893-96, and reached the, then, 'farthest north,' 86° 14′. Nansen cape was Hansen's 'farthest.' Named by Hansen, 1905.

Nansen; sound, between Axel Heiberg and Ellesmere Is., Frank. (Sverdrup.)

Napier; bay, Devon I., Frank.; possibly after General Sir Chas. Jas. Napier (1782-1853), a distinguished British General; distinguished himself in the Peninsula, conquered Sind, 1842-43, and, later, was Commander-in-Chief in India. Probably after Sir Charles Napier, Vice-Admiral of the Blue; named by Belcher, 1853.

Napoleon; bay, Baffin I., Frank.; after Napoleon III., Emperor of France. (*See* Louis Napoleon.)

Nappartok; bay, Hudson bay, Ung.; Eskimo name for 'wood.'

Nares; cape, Ellesmere I., Frank.; after Capt. (now, Vice-Admiral Sir) George Strong Nares, R.N.; Mate in the *Resolute*, Belcher expedition, 1852-54; commanded expedition to Ellesmere I., 1875-76; Vice-Admiral, 1892; K.C.B., 1876. Sir George Nares and Admiral Sir Vesey Hamilton are the only officers of the *Resolute* now, living.

Nares; cape, Eglinton I., Frank.

Nares; lake, northeast of Bennett, Yukon.

Naskaupi; river, tributary of the Northwest river, Ung.; in the Montagnais dialect signifies 'the ignorant ones.'

Nathorst; cape, Ellef Ringnes I., Frank.; named by Sverdrup, after Alfred Gabriel Nathorst, Member of the Royal Academy of Science, Stockholm, Sweden.

Natla; river, tributary of Gravel river, Mack.; Indian name, meaning 'to go quickly.'

Natuakami; lake, Stillwater river, Ung.; Indian name, meaning 'still-water.'

Neill; harbour, Baffin I., Frank.; named by Parry, after Samuel Neill, M.D., Surgeon in *Hecla*, 1824-25.

Nejanilini; lake, Seal river, Kee.: from the Chippewyan Indian name, meaning, 'boggy-ground.'

Nelson; head, Banks I., Frank.; after Lord Nelson (1758-1805), the hero of Trafalgar.

Nelson; port and river, Hudson bay, Kee.; named by Button, 1612. 'North-West Foxe,' says: 'Which river he named Port Nelson, after the name of his [Sailing] Master,' whom he buried there.

Nepishkow; rapid, Churchill river, Kee.; Indian name, meaning 'leaf.'

Neptune; head, Hudson strait, Ung.; after the whaling steamer, *Neptune*, chartered by the Dominion Government for Hudson Bay expeditions, 1884 and 1903-04.

Netherby; island, Graham I., Frank.; named by Belcher, 1853, after Netherby Hall, Cumberland, Eng., the seat of the Grahams of Netherby.

Nettilling; lake, Baffin I., Frank.; Indian name, meaning 'flat floor.'

Newberry; river, Yukon; named by Schwatka, 1883, after Prof. Newberry of New York.

Neumayer; peninsula, King William I., Frank.; named by Amundsen, 1904, who says, 'I went to Hamburg to submit my project to . . . Privy Councillor Prof. Dr. G. Von Neumayer, at that time Director of the German Marine Observatory.'

New Wales; name applied to the whole of the west coast of Hudson bay by Button, 1612-13: name now obsolete.

Newell; sound, Baffin I., Frank.; named by Hall, 1862, after Thomas W. Newell, Cincinnati.

Newman Smith; cape, Jones sound, Frank. (*See* Smith cape).

Newton; fiord, Baffin I., Frank.; named by Hall, 1861, after O. E. Newton, M.D., Cincinnati.

Newton; glacier, Ellesmere I., Frank.; after Alfred Newton, noted English zoologist, Professor of Zoology and Comparative Anatomy in Cambridge University; was President of the British Association in 1888; named by Nares expedition, 1875-76.

Nias; cape, Baffin I., Frank.; after Joseph Nias, Midshipman in the *Alexander*, John Ross' 1st expedition, 1818, and in the *Hecla*, Parry's 1st voyage, 1819-20; Lieutenant in the *Fury*, Parry's 2nd voyage, 1821-23; Captain, 1835; Rear Admiral, 1857; Admiral, retired, 1867; K.C.B.; named by Ross, 1818.

Nias; island, Southampton I., Kee.; named by Parry, 1821.

Nias; point, Melville I., Frank.

Nicholas; island, Hudson strait, Ung.; named by Foxe, 1631. 'I named it in remembrance of Master Edward Nicholas, Secretary to the . . . . . Lords [of the Admiralty], whom I have often troubled.' Name now obsolete.

Nicholas 1st; cape, Boothia pena., Frank.; after Nicholas 1st (1796-1855), Czar of Russia, 1825-55; named by John Ross.

Nicholson; cape, Boothia pena., Frank.; named by M'Clintock, 1859, after Sir Frederick William Erskine Nicholson (1815-99), 10th Bart., C.B., Admiral, R.N.

Nicholson; island, east of Hudson bay, Ung.; after A. Nicholson, an officer of the Hudson's Bay Company.

Nicholson; island, Liverpool bay, Arctic coast, Mack.; named by Richardson, 1826, 'as a mark of my esteem for William Nicholson, Esq., of Rochester,' Kent, England.

Nicholson; lake, Mack.; after Prof. A. H. Nicholson, formerly Professor of Natural History in Toronto University and, later, of the University of Aberdeen.

Nidhi; brook, Gravel river, Rocky mts., Mack.; Montagnais name, meaning 'tamarack.'

Nikolai; cape (*see* Nicholas 1st cape).

Nipartolik; bay, Hudson bay, Ung.; Eskimo name for a 'wood country.'

Nipishish; lake, Ung.; Indian name, meaning 'little water.' (Wallace.)

Nisbet; point, Melville I., Frank.; probably after Chas. Nisbet, one of Mecham's sledge crew, 1853.

Noel; point, Bathurst I., Frank.; discovered by Richards and Osborn, 1853; probably named after Osborn's brother, Noel.

Noel; harbour, Hudson strait, Frank.; named by R. Bell, 1897, after Sir Gerard Henry Metred Noel, Admiral of the Fleet; Rear Admiral, 1895; Admiral, 1905.

Nordenskjöld; island, Queen Maud sea, Frank.; after Baron Nils Adolf Erik Nordenskjöld (1832-1901), Swedish Arctic explorer and geologist; explored Spitzbergen, 1868, Kara sea, 1875-76; made the North East passage, 1878-79, and explored the interior of Greenland, 1883; named by Amundsen, 1905.

Nordenskjöld; river, lower Lewes river, Yukon. (Schwatka, 1883.)

Norfolk; bay, Boothia pena., Frank.; probably after Henry Charles (Howard) (1791-1856), 13th Duke of Norfolk; named by John Ross.

Norman; creek, Melville I., Frank.; named by Parry, 1821, 'after my friend, Mr. George Norman, Jun., of Bath.'

Norman; Hudson's Bay Company's fort, Mackenzie river, Mack.; probably after Alexander Norman McLeod, Hudson's Bay Company.

Norman Lockyer; island, Ellesmere I., Frank.; after Sir Joseph Norman Lockyer, b. 1836, a noted English astronomer; Director of Solar Physics Observatory, South Kensington; named by Nares, 1875.

North; foreland, Loks Land, N.W.T.; formerly called 'Queen Elizabeth Foreland,' after Queen Elizabeth of England, and so named by Frobisher on his first voyage, 1596; present name, from position on north side of Hudson strait.

North Cornwall; island (*see* Cornwall).

North Devon; island (*see* Devon).

North-east; cape, Melville pena., Frank.; named by Parry, 1822, 'from its situation with respect to the Continent of America.'

North Hendon; Boothia pena., Frank.; name given by John Ross to an Eskimo village, probably after Hendon parish, Middlesex, England.

North Kent; island (*see* Kent).

North Lincoln; land (*see* Lincoln).

North Pole; lake, Boothia gulf, Frank.; after one of the boats Rae used in his Arctic expedition, 1846-47.

North Somerset; island (*see* Somerset).

North Thames; river, Boothia pena., Frank.; named by John Ross, after the Thames river, England.

Northumberland; sound, Devon I., Frank.; named by Belcher, 1853, after the Duke of Northumberland (1792-1865), First Lord of the Admiralty, 1852.

Norton; cape, King William I., Frank.; named by John Ross, probably after Mrs. Norton, *née* Caroline Elizabeth Sarah Sheridan (1808-77), English poetess.

Norton Shaw; cape, Lincoln land, Ellesmere I., Frank.; named by Inglefield, 1852, after Dr. Norton Shaw, Secretary of the Royal Geographical Society, London.

Norton Shaw; cape, Grinnell land, Ellesmere I., Frank.

Norway; bay, Victoria I., Frank.; named by Amundsen, 1905, after his native country.

Norway; island, Banks I., Frank.; named by M'Clure, 1851, probably after Lieut. Nevell Norway, R.N.

Norway House; Hudson's Bay Company fort and post office, lake Winnipeg, Kee.; because first settlement was made by a party of Norwegians, who were driven away from the colony at Red River and settled here.

Norwegian; bay, Ellesmere I., Frank.; named by Sverdrup, after his fellow-countrymen.

Nottingham; island, Hudson strait, Ung.; North-West Fox, p. 310: 'Named by Master *Hudson*, in due bequest to that most honourable Lord *Charles Howard*, Earle of *Nottingham* [1536-1624], then Lord High Admirall of *England*, a small remembrance for the charge, countenance and instruction given to the Search of the enterprise.'

Noyes; portage, Slave river, Mack.; from an accident which resulted in the drowning of five men in the rapids here, 1786.

Nueltin; lake, Thlewiaza river, Kee.; the Indian name, meaning 'island.'

Nuskwesi; river, Churchill river, Kee.; Indian name, meaning 'grass.'

Nutarawit; lake and river, tributary of the Kazan, Kee.; Indian name, meaning 'dead-child.'

Nygaard; cape, Victoria I., Frank.; named by Amundsen, 1905, after William Nygaard, who contributed 2,500 kr. towards the expedition.

O

O'Brien; cape, Cornwall I., Frank.; named by Belcher, 1853, probably after Rear Admiral Donat H. O'Brien.

Observation; island, Baffin I., Frank.; named by Parry, 1820, from his having there taken observations for latitude and longitude.

Observation; mountain, Banks I., Frank.; named by M'Clure, 1850, from the extensive view it afforded.

Ogden; bay, Arctic ocean, Mack.; named by Simpson, 1839, after Peter Skene Ogden, officer of the Hudson's Bay Company. He signed the deed poll of 1834, as Chief Trader.

Ogilvie; valley, Yukon; after William Ogilvie, D.T.S., sometime, Commissioner, Yukon territory.

Ogle; cape, Devon I., Frank.; after Admiral Sir Charles Ogle (1775-1858), 3rd Bart., Admiral of the Fleet in 1857; was acting Post Captain at the age of nineteen, the youngest ever known.

Ogle; point, Adelaide pena., Kee. (Back, 1834.)

Old Factory; river, James bay, Ung.; after an abandoned trading post.

Old Man of Hoy; cape, Boothia pena., Frank.; named by John Ross, 1829, after Old Man of Hoy, a detached, pillar-shaped rock, Orkney, Scotland.

Olrik; island, Somerset I., Frank.; named by M'Clintock, 1859, after the Danish Inspector, North Greenland.

Ommanney; bay, Prince of Wales I., Frank.; after Capt. (later, Admiral Sir Erasmus) Ommanney, R.N.; commanded the *Assistance* in Austin expedition, 1850-51, and explored the northwestern portion of Prince of Wales I.; Rear Admiral, 1864; in 1874, was a retired Rear Admiral; knighted.

Onion; lake, east of Mackenzie river, lat. 68° 30', Mack.; named by Abbé Petitot, after an officer of the Hudson's Bay Company.

Ookijoxi-ninu; island, Baffin I., Frank.; named by Hall, 1862, after an Eskimo woman.

Opinaca; river, tributary of the Eastmain, Ung.; Indian name, meaning 'straight.'

O'Reilly; island, Arctic coast, long. 99°, Kee.; probably after Lieut. Col. Walter Frederick O'Reilly, C.B., of the 41st Foot, who married Harriet, widow of the 5th Duke of Roxburghe (*see* Roxborough); named by Simpson, 1839.

Organ; heights, Bathurst I., Frank.; after Thomas Organ, one of Osborn's men in the sledge expedition, 1853.

Orkney; lake, Coppermine river, Mack.; named by Franklin, 1820, presumably after the Orkney islands, Scotland; many employees of the Hudson's Bay Company came from the Orkneys.

Ormonde; island, Melville pena., Frank.; named by Parry, 1822, after James (Butler), 20th Earl of Ormonde and Ossory (1771-1838); *cr.* Marquess of Ormonde, 1825.

Ortell; mountain, Tasin mountains, Yukon; after George Ortell, prospector.

Osbon; bay, Baffin I., Frank.; named by Hall, 1862, after B. S. Osbon, New York.

Osborn; cape, Devon I., Frank.; named by Penny, 1851, 'after Lieutenant Sherard Osborn, an officer in H.M.'s Navy, and in command of one of the ships of Captain Austin's Squadron'; commanded the *Pioneer*, Austin expedition, 1852-54; Rear Admiral, 1873.

Osborn; bay, Prince of Wales I., Frank.

Osborn; cape, Prince of Wales I., Frank.

Osborn; island, Bathurst I., Frank.

Osborne; cape, Devon I., Frank.; named by Inglefield, 1853, after Ralph Bernal Osborne, M.P., 1st Secretary to the Admiralty, 1853-71.

Oscar; bay, Boothia pena., Frank.; probably after the Crown Prince of Norway and Sweden, afterwards, King Oscar I., reigned 1844-59; named by John Ross, *ca.* 1832.

Oscar Land; west part of Ellesmere I., Frank.; named by Sverdrup, 1899, after Oscar II., then King of Sweden and Norway.

Osgoode; mountain, Yukon; after a member of the staff of the United States Biological Survey.

Ossory; cape, Ormonde I., Fury and Hecla strait, Frank.; named by Parry, 1822 (*see* Ormonde).

Otto; fiord, Ellesmere I., Frank.; after Otto Sverdrup, Norwegian Arctic explorer; explored west coast of Ellesmere I., Heiberg and Ringnes islands, 1898-1902.

Outram; river, Aylmer lake, Mack.; named by James Anderson of the Hudson's Bay Company, 1855, after 'a gallant relative'—probably Sir James Outram (1803-63), an English General, who distinguished himself in the Sepoy mutiny, 1857-58.

Ovidias; mount, Victoria I., Frank.; named by Hansen, 1905, after his mother.

Owen; lake, Boothia pena., Frank.; named by John Ross, 1829, probably after Rear Admiral Sir Edward Wm. Campbell Owen; in 1828, was Lord of the Admiralty.

Owen; point, Devon I., Frank.; after Sir Richard Owen (1804-92), a distinguished British naturalist.

P

Paget; point, Ellesmere I., Frank.; probably after Field Marshal Henry William Paget, 1st Marquis of Anglesey (1768-1854), an English General and statesman; distinguished himself in the Crimea and at Waterloo; General, 1819; Field Marshal, 1846.

Paine; point, Bathurst I., Frank.; probably after Joseph C. Paine, Clerk of H.M.S. *Investigator*.

Paine; bluff, Ellesmere I., Frank.

Paint; hills, east coast of Hudson bay, Ung.; the rocks composing these hills 'carry considerable pyrite, which, on the surface, is often rusty, and to this, the name of the locality is due.'

Pakington; cape, Devon I., Frank.; after Sir John Somerset Pakington, 1st Baron Hampton (1799-1880); was Colonial Secretary in 1852; First Lord of the Admiralty, 1858-59 and 1866-67; Secretary of War, 1867-68.

Palander; strait, between Bryde and Nordensjöld Is., Queen Maud sea, Frank.; after A. A. L. Palander, Captain, Royal Swedish Navy, commander of the *Vega*, the vessel in which Nordensjöld made the North East passage in 1878-79; named by Amundsen, 1905.

Palgrave; river, Arctic coast, Mack.; named by Richardson, 1826, 'after [Sir] Francis Palgrave' (1788-1861), English historian.

Palmer; bay, Devon I., Frank.; named by Belcher, 1853.

Palmer; bay, Melville pena., Frank.; named by Parry, 1822, 'after Lieutenant Palmer'—Charles Palmer, Lieutenant of *Hecla*, 1821-23; was Midshipman in same vessel in Parry's previous voyage, 1819-20.

Palmer; point, Melville I., Frank. (Parry, 1819.)

Palmerston; cape, east coast Boothia isth., Frank.; after John Henry Temple, Viscount Palmerston (1784-1865), British statesman; Lord of the Admiralty, 1807; War Secretary, 1809-28; Minister of Foreign Affairs, 1839-41; Secretary of State, 1852-55; Prime Minister, 1855-58 and 1859 to death in 1865; named by John Ross.

Palmerston; cape, west coast Boothia isth., Frank.

Palmerston; point, Russell I., Prince of Wales I., Frank.

Parker; bay, Baffin I., Frank.; named by Hall, 1861, after Capt. John Parker, Hull, Yorkshire, Eng.

Parker; bay, Ellesmere I., Frank.; named by Nares, 1875.

Parker; bay, Victoria I., Frank.; named by Rae, 1851, probably either after Vice-Admiral Hyde Parker (1784-1854), Lord of the Admiralty, 1852-54. Or, after Admiral Sir William Parker, entered Navy, 1793; Captain, 1801; Rear Admiral, 1830; Lord of the Admiralty, 1834, 1835-41 and 1846; Admiral, 1851; in 1865, was an Admiral of the Fleet.

*__Parker__; bay, Prince Patrick I., Frank. (Mecham, 1853.)

*__Parker__; cape, Devon I., Frank.

*__Parker__; mountain, Devon I., Frank.

*__Parker__; island, Bathurst I., Frank.

*__Parker__; island, Prince of Wales I., Frank.

*__Parker__; point, Banks I., Frank. (M'Clure, 1851.)

Parker; island, Queens channel, Frank.; named by Penny, 1851, 'after J. Parker, Esq.,' Secretary of the Admiralty, 1841 and 1849-52.

Parker; strait, Berkeley and Bathurst Is., Frank.; after Admiral Sir William Parker (1781-1866) (*see* Parker bay.)

Parr; bay, Ellesmere I., Frank.; named by Nares, 1875, after Lieut. Alfred A. C. Parr, of H.M.S. *Alert*.

Parry; bay, Melville sound, Coronation gulf, Mack.; named by Franklin, 1821: 'to which I have given the name of my friend, Captain Parry, now employed in the interesting research for a northwest passage'—Admiral Sir William Edward Parry (1790-1855).

Parry; cape, Franklin bay, Mack. (Richardson, 1826.)

Parry; cape, Melville pena., Frank

Parry; group, Frank.

Parry; falls, Lockhart river, Mack. (Back.)

Parry; mountain, Ellesmere I., Frank. (Hayes.)

Parry; peninsula, Ellesmere I. Frank. (Nares 1875.)

Parry; point, King William I., Frank.

Parry; port, King William I., Frank. (James Ross, 1830.)

Pasley; bay, Boothia pena., Frank.; after General Sir Charles William Pasley (1780-1861), one of the subscribers to the M'Clintock expedition, 1858-59 (probably same as Pasley cove, which see); named by M'Clintock.

Pasley; cove, Coronation gulf, Mack.; named by Richardson, 1826, 'after Lieutenant Colonel Pasley of the Royal Engineers, to whose invention we owe the portable boat, named the *Walnut-Shell*, which we carried with us.'

Pasquia; hills and river, Kee.; Richardson says that the hills are 'named by the Crees *Wapus-kēow-watchi* [*wapus*, strait; *kēow*, woods; *watchi*, hill: the signification being "a pass through woods on a hill"], and by the Canadians, *Basquiau*.' McIntyre says it signifies 'narrow ridges or bluffs,' probably same as Richardson's and referring to the gravel ridges—old beaches of the glacial lake Agassiz.

Passage; island, Southampton I., Kee.; named by Parry, 1821, after a passage for the ships found between it and Southampton island.

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* It is possible that some of these features are named after J. Parker, M.P., but they are *probably* after either Hyde Parker or Sir William Parker.

Patterson; bay, Ellesmere I., Frank.; named by Nares, 1875-76.

Patterson; island, Bathurst I., Frank.: named by Richards, 1853.

Pateshall; cape, Devon I., Frank.; named by Parry, 1819, 'after Captain Nicholas Lechmere Pateshall, of the Royal Navy'; died, 1850.

Pattinson; harbour, Boothia pena., Frank.; named by M'Clintock, 1859, after Hugh Lee Pattinson (1796-1858), metallurgical chemist, one of the subscribers to the M'Clintock expedition.

Payer; harbour, Ellesmere I., Frank.; named by Greely, after Julius von Payer, b. 1842, an Austrian Arctic explorer and painter.

Payne; bay, lake and river, Ungava bay, Ung.; after F. F. Payne, Secretary of the Meteorological Service, Toronto.

Peabody; bay, Ellesmere I., Frank.; after George Peabody (1795-1869), American philanthropist.

Peale; point, Baffin I., Frank.; named by Hall, 1861, after Washington Peale, New York.

Pearce; point, Arctic coast, Mack.; Dr. Richardson in 'Franklin's 2nd Journey' says, 'Mr. Kendall named this point after Mr. Pearce, a particular friend of his.' ('Pierce' on Franklin's chart.)

Pearse; inlet, Bathurst I., Frank.; after R. B. Pearse, Mate in *Resolute* in Austin expedition.

Pearson; island, Boothia pena., Frank.; after William Pearson (1767-1847), astronomer; one of the founders, and, for the first ten years, Treasurer of the Astronomical Society; named by John Ross.

Peary; bay, Ellesmere I., Frank.; after R. E. Peary, Arctic explorer; made numerous explorations in northern Greenland and reached the Pole, 1909.

Pechell; point, Arctic coast, Kee.; named by Back, 1834, 'after Sir J. B. Pechell, Bart.'—Rear Admiral Sir Samuel John Brooke-Pechell (1785-1849); Lord of the Admiralty, 1830-34.

Pedder; point, Eglinton I., Frank.; named Petoural (or Pitoural) point by Mecham, after one of his sledge crew. Name 'Pedder' probably substituted by Admiralty. May be a draughtsman's error for 'Petoural.'

Peddie; bay, Bathurst I., Frank.; after John S. Peddie, Surgeon in the *Terror* in Franklin's ill-fated voyage, 1845.

Peddie; point, Melville I., Frank.

Peel; cape, Victoria I., Frank.; after Sir Robert Peel (1788-1850); Under Secretary for the Colonies, 1811; Secretary for Ireland, 1812-18; Home Secretary, 1822-27 and 1827-34; Prime Minister, 1834-35 and 1841-46; named by Rae, 1851.

Peel; inlet, Baffin I., Frank.

Peel; inlet, King William I., Frank. (John Ross.)

Peel; point, Victoria I., Frank.

Peel; river, Mackenzie river, Mack. and Yukon. (Franklin, 1826.)

Peel; sound, between Somerset and Prince of Wales Is., Frank.

Peffer; river, King William I., Frank.; named by Simpson, 1839, after Peffer river, Ross and Cromarty, Scotland; referring to mineral springs near Clearwater river, he says: 'being accustomed to the powerful mineral springs of Strath Peffer.'

Peeshew-pukwâgan; lake, Nelson river, Kee.; Indian name, meaning 'wild-cat-fishing.'

Pekangikum; lake, Berens river, Kee.; Indian name, meaning 'dirty water narrows.'

Pell; inlet, Bathurst I., Frank.; after Admiral Sir Watkin Owen Pell (1788-1869); Commissioner of Greenwich Hospital, 1845; Rear Admiral, 1848; Vice-Admiral, 1853.

Pell; point, Cornwall I., Frank. (Belcher, 1853.)

Pelly; bay, Arctic coast, Kee.; named by Rae, after Sir John Henry Pelly (1777-1852); Governor of Hudson's Bay Company, 1822-52.

Pelly; island, Arctic coast, Mack. (Franklin, 1825.)

Pelly; lake, Backs river, Mack. (Back, 1834.)

Pelly; lakes, headwaters of Pelly river, Yukon. (Campbell, 1840.)

Pelly; mountain, Victoria I., Frank. (Collinson, 1852.)

Pelly; mountains, Pelly river, Yukon. (G. M. Dawson.)

Pelly; point, Victoria I., Frank. (Rae, 1851.) Rae's 'farthest' in 1851.

Pelly; post office, Yukon.

Pelly; river, Yukon river, Yukon. (Campbell, 1840.)

Pemmican; rock (islet), Bellot strait, Somerset I., Frank.; named by M'Clintock, 1858; he landed upon it, a large supply of pemmican.

Pendarvis; mountains, Prince of Wales I., Frank.; discovered by Osborn, 1851.

Pennell; point, Banks I., Frank.; named by M'Clure, 1851, after C. H. Pennell, Senior Clerk, Admiralty.

Penny; bay, Victoria I., Frank.; named by Rae, 1851, after Capt. William Penny, who commanded a Franklin search expedition to Cornwallis island and shores of Wellington channel, 1850-51.

Penny; strait, Bathurst I., Frank.

Penrhyn; cape, Melville pena., Frank.; named by Parry, 1822, 'after my friend, Edward Leycester Penrhyn.'

Pentland; point, Ellesmere I., Frank.; probably after Pentland firth or Pentland hills, Scotland.

Percy; mountain, Devon I., Frank.; probably after Vice-Admiral Hon. Josceline Percy, R.N. (1784-1856); named by Belcher, 1853.

Peregrine; point, Baffin I., Frank.; Miller Christy says: 'Foxe, in his MS. journal, says he named it in remembrance of that honourable Lord, Principal Secretarye to His Majesty, but I cannot discover that anyone ever bore that name.'

Perseverance; point, Prince Patrick I., Frank.; after Mecham's sledge, *Perseverance*, 1853.

Petermann; bay, Ellesmere I., Frank.; after August Petermann (1822-78), German geographer.

Petersen; bay, King William I., Frank.; after Carl Petersen, Interpreter to M'Clintock expedition, 1857-59, to the 2nd Grinnell (Kane) expedition, 1852-54, and to Penny expedition, 1850-51; named by M'Clintock, 1858.

Petersen; point, Cornwallis I., Frank. (Penny, 1851.)

Perthes; point, Tagish lake, Yukon; named by Schwatka, after Justus Perthes, Gotha, Germany, famous geographer.

Pethinue; island, Great Slave lake, Mack.; Indian name, meaning 'owl island'; formerly, spelled 'Pethenueh.'

Petitot; lake, north of Great Bear lake, Mack.; after Abbé Petitot, the first European to visit the lake; for many years, laboured as missionary among the northern Indians.

Petitsikapau; lake, Hamilton river, Ung.; Indian name, meaning 'willow-fringed.'

Phillips; bay, Babbage river, Arctic coast, Yukon; named by Franklin, 1826, 'after Mr. [Thomas] Phillips (1770-1845), Professor of Painting at the Royal Academy.'

Phillips; cape, Cornwallis I., Frank.; named by Penny, 1851, 'out of compliment to a valued friend and hearty companion in winter-quarters, Commander [C. Gerrans] Phillips, R.N., who accompanied Sir John Ross in the *Felix*, and whose zeal in search of the missing expedition was then about to be thrown away in a useless journey across the trackless and barren top of Cornwallis island.'

Phillips; point, Cobourg I., Frank. (Inglefield, 1852.)

Phillips; island, Arctic coast, Mack.; 'after Captain Charles Phillips, of the Royal Navy, to whom the nautical world is indebted for the double-capstan, and many other important inventions'; named by Richardson, 1826.

Phipps; cape, Melville I., Frank.; probably after Admiral Sir Phipps Hornby (*see* Hornby cape).

Phoenix; head, Devon I., Frank.; named by Inglefield (*q.v.*), after his vessel, H.M.S. *Phoenix*.

Picthorn; bay, Jones sound, Frank.; after F. R. Picthorn, Asst.-Surgeon in *Pioneer*, Austin expedition.

Pierce; bay, Ellesmere I., Frank.; after Franklin Pierce (1804-69), fourteenth President of the United States.

Pike; island, Baffin I., Frank.; named by Hall, 1862, after Messrs. Benjamin Pike & Sons, New York.

Pike; river, Kee.; after the abundance of these fish found in its waters. In 1740, was called 'pointe au Nord' by a French trader.

Pillage; point, Arctic coast, Yukon; named by Franklin, 1826; at this point, the Eskimos pillaged his two boats, the *Lion* and *Reliance*.

Pim; point, Devon I., Frank.; after Lieutenant (later, Admiral) Bedford Clapperton Trevelyan Pim (1826-86); served as Lieutenant in the *Resolute* in the Belcher expedition, 1852-54, in search for Franklin.

Pinart; mountain, north of Great Bear river and east of Mackenzie river, Mack.; named by Abbé Petitot, after a friend, A. Pinart.

Pioneer; bay, Devon I., Frank.; after H.M.S. *Pioneer*, one of the vessels of the Belcher expedition, 1852-54.

Pioneer; bay, Cornwallis I., Frank.

Pioneer; island, Devon I., Frank.

Pipestone; point, Great Slave lake, Mack.; after a particular stone, generally of a greenish-grey colour, used by the Indians for the manufacture of pipes.

Pipestone; lake, Kee.

Pistol; bay, Hudson bay, Kee.; this bay was named by Capt. Smith, 1747, 'Douglas harbour,' 'after Mr. James Douglas—a merchant of the city of London and one of the adventurers in this undertaking'; derivation of present name unknown.

Pitt; island, Arctic coast and Yukon; named by Franklin, 1826, probably after a director of the Hudson's Bay Company.

Pitt; mountain, Marble island, Kee.; named by Scroggs, 1722, after Benj. Pitt, Governor of the Hudson's Bay Company, 1743-46.

Pitts; mountain, west of Lewes river, Yukon; after a trader, Selkirk, Yukon.

Pius; lake, between Colville lake and Mackenzie river, Mack.; named by Abbé Petitot, after Pope Pius IX.

Playfair; point, Bathurst I., Frank.; probably after Sir Lyon Playfair, 1st Lord Playfair (1819-98), a noted British chemist and statesman.

Playgreen; lake, Winnipeg lake, Kee.; Franklin, in his 'Journey to the Polar Sea' says, 'is a translation of the appellation given to that lake by two bands of Indians who met and held a festival on an island situated near its centre.'

Plenty; bay, Melville I., Frank.; named by Richards, of the Belcher expedition, 1852-54, from the abundance of game there.

Poillon; cape, Baffin I., Frank.; named by Hall, 1862, after Cornelius C. and Richard Poillon, New York.

Point; lake, Coppermine river, Mack.; name first mentioned by Hearne; it is a translation of the Indian name which, probably, after the long points between the long, deep arms of the lake (*see* Gras, lac de).

Polynia; islands, Prince Patrick Is., Frank.; Russian name for openings in the Arctic ice, caused by rapid tides; name given by M'Clintock, probably because he found similar openings in the vicinity.

Pomona; island, Melville pena., Kee.; named by Rae, 1847, after Pomona island, the largest of the Orkney islands.

Ponds; inlet, Baffin I., Frank.; named by John Ross, 1818, after John Ponds (1767-1836), Astronomer-Royal.

Porden; island, Coronation gulf, Mack.; named by Franklin, 1821, after Eleanor Anne Porden (1797-1825), his first wife; married 1823.

Porphyry; lake, Coppermine river, Mack.; named by Franklin, 1820, presumably because he found some porphyry rock in its shores.

Porter; bay, Ellesmere I., Frank.; probably after Geo. Porter, one of Markham's sledge crew; died, June, 1876; named by Nares, 1876.

Porter; cape, Franklin isth., Kee.; probably after Anna Maria Porter (1780-1832), and Jane Porter (1776-1850), English novelists. Cape Porter is nearly opposite C. Edgeworth (*q.v.*); named by Ross, 1830.

Port Nelson; port, Hudson bay, Kee. (*see* Nelson river).

Possession; bay, Bylot I., Frank.; named by Ross, 1818, to commemorate his act of taking possession on behalf of Great Britain.

Possession; mountain, Bylot I., Frank.

Possession; point, Boothia pena., Frank.; named by John Ross, 1829, to commemorate his act of taking possession for Great Britain.

Pouncet; island, Boothia pena.; named by John Ross, 1829.

Powell; bay, Devon I., Frank.; named by Parry, 1819; possibly after Herbert B. Powell who, in 1855, was a Rear Admiral.

Préfontaine; cape, Coats island, Kee.; after the late Hon. J. R. F. Préfontaine, Minister of Marine and Fisheries.

Prejevalsky; cape, lake Bennett, Yukon; named by Schwatka, in 1883, after the well known Russian explorer.

Prescott; cape, Ellesmere I., Frank.; named by Kane, 1854, probably after W. H. Prescott (1796-1854), an American historian.

Prescott; island, Peel sound, Frank.; discovered by Browne, 1851; probably after Henry Prescott, who, in 1855, was Vice-Admiral of the Blue; in 1847, was Junior Lord of the Admiralty.

Preservation; island, Baffin I., Frank.; named by Hall, 1861, 'in commemoration of our providential escape.'

President; bay, Devon I., Frank.; named by Penny, 1851, 'after the President of the United States'—Millard Fillmore (1800-74), thirteenth President.

Presidents Seat; mountain, Baffin I., Frank.; named by Hall, 1861, 'after the chief executive officer of the United States Government.'—Abraham Lincoln (1809-65), sixteenth President, 1861-65.

Press; channel, Baffin I., Frank.: named by Hall, 1862, after the Associated Press, New York.

Prévost; cañon and river, tributary of the Ross river, Yukon; after a trapper and prospector.

Prince; river, Baker lake, Kee.; after Prof. E. E. Prince, Commissioner of Fisheries, Ottawa.

Prince Albert Land; northern portion of Victoria I., Frank.; after H.R.H. Prince Albert (1819-61), The Prince Consort; m. Queen Victoria, 1840; named by M'Clure, 1854.

Prince Albert; sound, Victoria I., Frank. (Collinson, 1852.)

Prince Albert; range, Melville pena., Frank. (Rae, 1847.)

Prince Albert; bay, Devon I., Frank.; 'after the youthful scion of the Royal Family,' H.R.H. Alfred Ernest Albert, Duke of Edinburgh (1844-1900); in 1893, succeeded Ernest II., Duke of Saxe-Coburg and Gotha, as Reigning Duke of that Principality; named by Penny, 1851.

Prince Alfred; cape, Banks I., Frank. (M'Clure, 1852.)

Prince Charles; foreland, Baffin I., Frank.; named by Bylot, 1615, after Prince Charles (1600-48), second son of James I., later, Charles I.: name now obsolete.

Prince Edward; cape, Kent I., Frank.; named by Belcher, 1853, after H.R.H. Albert Edward, Prince of Wales (1841-1901), later, King Edward VII.

Prince George; bay, King William I., Frank.; probably after Prince Leopold-George-Frederick, who married the Princess Charlotte Augusta of Wales, only child of George IV.; he, eventually, became King of the Belgians, and died 1865; named by Ross, 1831.

Prince Gustav Adolf; sea, Frank.; after the Crown Prince of Sweden, b. 1882; m. Margaret, daughter of H.R.H. the Duke of Connaught, 1905; named by Sverdrup.

Prince Henry; foreland, Hudson strait; named by Hudson, after Henry Frederick, Prince of Wales (1593-1612), eldest son of James I.; now known as cape Hopes Advance.

Prince Imperial; island, Ellesmere I., Frank.; named by Nares, 1875, after Prince Imperial of France, son of Napoleon III.; killed in South Africa.

Prince Patrick; island, Frank.; after H.R.H. Arthur William Patrick Albert, b. 1850, Duke of Connaught and Strathearn, third son of Queen Victoria; prospective Governor General of Canada.

Prince of Wales; island, Frank.; after H.R.H. Albert Edward, Prince of Wales (1841-1910), later, King Edward VII.

Prince of Wales; island, Melville pena., Frank. (M'Clure, 1852.)

Prince of Wales; mountains, Ellesmere I., Frank. (Inglefield, 1852.)

Prince of Wales; strait, between Victoria and Banks Is., Frank.

Prince Regent; inlet, Frank. (*see* Regent inlet).

Princess Charlotte Monument; island, Baffin bay; after H.R.H. Princess Charlotte-Augusta-Matilda (1766-1828), Princess Royal, eldest daughter of George III.; m. King of Wurtemberg, 1797; named by Ross, 1818.

Princess Ingeborg; island, Victoria strait, Frank.; named by Amundsen, 1905, after Princess Ingeborg, 4th child of Frederik VIII., King of Denmark; born, 1878; married Prince Charles of Sweden, 1897.

Princess Marie; bay, Ellesmere I., Frank.; named by Inglefield, 1852, after Princess Marie Amélie of Baden (1818-88), youngest daughter of Charles Louis Frederick, Grand Duke of Baden; in 1843, she married William, 11th Duke of Hamilton, whom Lord Brougham wrote of as 'Very Duke of Very Duke.'

Princess Royal; cape, Victoria I., Frank.; named by Rae, 1851, after H.R.H. Victoria (1840-1901), Princess Royal; m. 1858, Frederick III., German Emperor and King of Prussia.

Princess Royal; island, Devon I., Frank.

Princess Royal; islands, Prince of Wales strait, Frank. (M'Clure, 1851.)

Princess Victoria; promontory, Arctic ocean, Kee.; after Alexandrina-Victoria (1819-1901), only child of Edward, Duke of Kent, 4th son of George III.; later, Queen Victoria.

Promise; bay, Melville I., Frank.; named by Richards, 1853, from the abundance of game there.

Proteus; point, Ellesmere I., Frank.; named by Greely, after the vessel that transported the Greely expedition to the Arctic, 1881.

Providence; cape, Melville I., Frank.; named by Parry in gratitude for the safe return of some of his men who had lost their way while hunting on Melville island.

Providence; fort (H. B. Co.), Mackenzie river, Mack.; expressive of the trust felt in building a fort there.

Providence; mountain, Devon I., Frank.; named by Macormick, 1852, 'in commemoration of our providential deliverance from a perilous position.'

Providence; point, Banks I., Frank.; named by M'Clure, 1851; he narrowly escaped shipwreck near this point.

Prudhomme; inlet, Baffin I., Frank.: named by Bernier, 1907, 'in hônour of Mr. O. E. Prudhomme [Geological Survey], who was the first man to help me when I arrived in Ottawa.'

Pugh; island, Baffin I., Frank.; named by Hall, 1862, after George E. Pugh, Cincinnati.

Pukkatawagan; lake and river, Churchill river, Kee.; Indian name, meaning 'net setting place.'

Pullen; island, Arctic coast, Mack.; after Lieut. (later, Vice-Admiral) William John Samuel Pullen (1813-87), Lieutenant of the *Herald*, Kellett's voyage, 1848-50; commander of boat voyage, Wainwright island to Mackenzie river; ascended the Mackenzie to Great Slave lake, 1849-50; commanded *North Star*, store-ship at Beechey island, Belcher expedition, 1852-54; Captain of the *Cyclops* in Red sea sounding for electric telegraph.

Pullen; point, Victoria I., Frank. (Rae, 1851.)

Pullen; mountain, Ellesmere I., Frank.; named by Nares, 1875, after Rev. W. H. Pullen, Chaplain in the *Alert*, Nares expedition, 1875-76.

Purcell; bay, Bathurst I., Frank.; named by Richards, 1853, probably after Commander Edward Purcell, R.N.

Purcell; bay, Boothia pena., Frank.; named by John Ross, 1829.

Purchase; bay, Melville I., Frank.; after Thomas Purchase, Engineer of the *Intrepid*, Belcher expedition, 1852-54.

Pym; mountain, Devon I., Frank.; named by Belcher, 1853, after Admiral Sir Samuel Pym (1778-1855).

Pym; point, Bathurst I., Frank.; after Sir William Pym (1772-1861), military Surgeon.

Q

Queen; cape, Baffin I., Frank.; named by Foxe, 1631, after Queen Henrietta Maria (1609-69), wife of Charles I., and daughter of Henri IV. of France.

Queen Adelaide; range, Arctic coast, Kee.; after 'Her Most Gracious Majesty,' Queen Adelaide (1792-1849), wife of William IV., and eldest daughter of George, reigning Duke of Saxe Meiningen; named by Back, 1834.

Queen Anne; cape, Charles I., Ung.; named by Hudson, 1610, after Anne, wife of James I. and daughter of Frederick II., King of Denmark; d. 1618.

Queen Elizabeth; foreland, Lok island, Baffin I., Frank.; named by Frobisher, 1576, 'after hyr Majesties name'—Elizabeth, second daughter of Henry VIII.

Queen Maud; sea, Frank. and Kee.; named by Amundsen, 1904, after Maud, Queen of Norway and third daughter of King Edward VII.; m., 1896, Haakon VII., second son of Frederick VIII. of Denmark.

Queens; channel, Devon and Bathurst Is., Frank.; 'was honoured with the name of our illustrious and much-beloved sovereign'—Queen Victoria (1819-1901); named by Penny, 1851.

Quiet; lake, Big Salmon river, lat. 61°, long. 133°, Yukon; descriptive name.

Quilliam; creek, Melville pena., Frank.; named by Parry, 1822, 'after Captain John Quilliam, of the Royal Navy.' In 1810, Lieut. Parry joined the *Alexandria*, Capt. John Quilliam.

R

Raanes; peninsula, Ellesmere I., Frank.; after Oluf Raanes, Mate in the *Fram,* Sverdrup expedition, 1898-1902.

Radmore; harbour, Ellesmere I., Frank.; after John N. Radmore, chief carpenter's mate of H.M.S. *Alert*, Nares expedition, 1875-6.

Radstock; bay, Devon I., Frank.; named by Parry, 1819, 'by Lieut. Liddon's desire, in compliment to the Earl of Radstock'—Admiral Wm. Waldegrave, Earl of Radstock (1753-1825).

Rae; island, Arctic coast, Mack.; after Dr. John Rae (1813-93), Arctic explorer; explored shores of gulf of Boothia, 1846-47; explored south coast of Victoria island in search of Franklin, 1848-49; in 1854, received from Eskimo first authentic information concerning the fate of the Franklin expedition.

Rae; isthmus, Frank. and Kee.

Rae; Hudson's Bay Company's fort, Great Slave lake, Mack.

Rae; mountain, Ellesmere I., Frank. (Nares, 1875.)

Rae; point, Baffin I., Frank. (Hall.)

Rae; strait, King William I. and Franklin isth., Frank. and Kee.

Rae; river, Arctic coast, Mack.

Ragged Bluff; cape, Cornwallis I., Frank.; named by Commander Richards, 1854, after an extensive land-slide which had occurred some years previously.

Raglan; range, Melville I., Frank.; after Fitzroy James Henry Somerset, 1st Baron Raglan (1788-1855), British General; commanded British forces in the Crimea, 1854-55.

Raleigh; mount, Baffin I., Frank.; named by Davis on his first voyage, 1685, after Sir Walter Raleigh (1552-1612).

Ramage; island, gulf of Boothia, Kee.; named by Ross, 1829, possibly after Capt. Edward Ramage, R.N., who, in 1796, commanded the *Rattlesnake* (16) during an expedition against Ceylon.

Rankin; inlet, Hudson bay, Kee.; after Lieut. John Rankin, of the sloop *Furnace*, Middleton's voyage, 1741.

Ramsay; island, Prince of Wales strait, Frank.; named by Collinson, 1851, probably after Fox Maule Ramsay, 11th Earl of Dalhousie (1801-74); was Secretary of War, 1846-52 and 1855-58.

Raper; cape, east coast of Baffin I., Frank.; named by John Ross, 1818, after Rear Admiral Henry Raper, d. 1845.

Raper; point, Devon I., Frank.

Rat; river, tributary of Peel river, Mack.; after the Rat Indians; so named after the numerous musk-rats found in their hunting territory.

Rawlings; bay, Ellesmere I., Frank.; probably after Thomas Rawlings, petty officer of H.M.S. *Alert*, Nares expedition, 1875-6.

Rawlins; mountains, Prince of Wales I., Frank.; named by Ommanney, 1851.

Rawlinson; mount, Ellesmere I., Frank.; after Sir Henry Creswicke Rawlinson (1810-95), an English assyriologist and diplomatist; President of Royal Geographical Society, 1871; G.C.B., 1889; Baronet, 1891; named by Nares, 1876.

Rawson; cape, Ellesmere I., Frank.; after Lieut. Wyatt Rawson, of H.M.S. *Discovery*, in the Nares expedition, 1875-6.

Rawson; island and harbour, Hudson strait, Frank.; named by Dr. Bell, 1897, after Admiral Sir Harry Holdsworth Rawson, K.C.B.; entered Navy, 1857; Captain, 1877; Rear Admiral, 1877; Admiral, 1903.

Read; bay, Cornwallis I., Frank.; probably after James Read, 2nd Mate of the *Sophia*, Penny expedition, 1850-51.

Read; cape, Baring I., Frank.; named by Penny, 1851, 'out of compliment to the Ice-master of the *Erebus*'—James Read; erroneously 'Reid' on chart.

Record; point, Archer fiord, Ellesmere I., Frank.; probably so named by Lieut. Archer, who explored the fiord, after a record left there by him.

Red; point, Melville pena., Frank.; named by Parry, 1821, 'from the bright colour of the rocks, composed chiefly of feldspar.'

Red; river, Naskaupi river, Ung.; from the red-brown colour of the water.

Reeves; harbour, Big I., Baffin I., Frank.; named by Dr. Robert Bell, 1896, after Capt. Reeves, 'who sailed my yacht in 1897, when surveying the north shore of Hudson strait.'

Refuge; cove, Arctic coast, Mack.; so named by Richardson, 1826, as he found shelter here during a storm.

Regent; inlet, Frank.; named by Parry, 1819, 'This being the anniversary of the birthday of His Royal Highness the Prince Regent, it naturally suggested to us the propriety of honouring the large inlet, which we had been exploring, and in which we still were sailing, with the name of Prince Regent's Inlet'—George-Augustus-Frederick (1762-1830), then, Prince Regent; ascended the throne as King George IV., 1820.

Reid; island, Arctic coast, long. 96°, Kee.; named by Simpson, 1839, after Col. Reid, who put forward the theory that a thunderstorm Simpson encountered here—Thunder cove—had a 'rotatory motion.'

Reid; point, Boothia pena., Frank.; named by M'Clintock, 1857-59.

Reid; point, Melville I., Frank.; named by Parry, 1820, after Andrew Reid, Midshipman in the *Griper*, 1819-20.

Reliance; fort, Great Slave lake, Mack.; built by Lieut. George Back, for winter quarters, 1833, and so named by him in token of his trust in Providence.

Rendell; cape, Boothia pena., Frank.; possibly after James Meadows Rendel (1799-1856), noted civil engineer; probably an error for Rennell (*q.v.*).

Rendezvous; island, Lyon inlet, Frank.; so named by Parry, 1821, as it had been appointed as a meeting place.

Rendezvous; mountain, Bathurst I., Frank. (Belcher, 1853.)

Renbügten; bay, Ellesmere I., Frank.; named by Sverdrup; Norwegian word, meaning 'reindeer.'

Renkappet; cape, Ellef Ringnes I., Frank.; Norwegian name, meaning 'reindeer cape'; named by Sverdrup.

Rennell; cape, Somerset I., Frank.; named by Parry, 1820, 'after Major Rennell, a gentleman well known as the ablest geographer of the age'—James Rennell (1742-1830).

Rennell; mountain, Melville range, Arctic coast, Mack. (Richardson, 1826.)

Repulse; bay, Roes Welcome, Kee.; so named by Middleton, 1741, because he found land where he expected to find the North West passage.

Rescue; cape, Cornwallis I., Frank.; after the U.S. vessel *Rescue*, first Grinnell expedition, 1850-51.

Rescue; harbour, Baffin I., Frank.

Resolute; bay, Cornwallis I., Frank.; after H.M.S. *Resolute*, employed in Austin expedition, 1850-51, and Belcher expedition, 1852-54.

Resolute; inlet, Melville I., Frank. (Mecham, 1853.)

Resolution; cape, Resolution I., Frank.; after the ship *Resolution*, commanded by Sir Thomas Button, 1612-13. In 1587, Davis named it Warwick cape, after his patron, the Earl of Warwick.

Resolution; island, Baffin I., Frank.; Miller Christy says, 'it seems probable that he (Button) named this island Resolution after his own ship of that name. At all events, there seems no record of its having been so named by any previous navigator.'

Resolution; fort (Hudson's Bay Company), Great Slave lake, Mack.; suggestive of hardships which had been overcome in establishing a post at this place.

Resor; island, Baffin I., Frank.; named by Hall, 1862, after William Resor, Cincinnati.

Rey; lake, south of Great Bear lake, Mack.; named by Petitot, after Mgr. Rey.

Reynolds; point, Victoria I., Frank.; named by M'Clure (or Wynniatt), *ca.* 1851, possibly after Admiral Sir Barrington Reynolds (1786-1861).

Rich; cape, Prince Patrick I., Frank.; named by Richards, 1853, after Captain Edwin Ludlow Rich, R.N., retired Captain, August 11, 1854.

Rich; mount, Victoria I., Frank.; named by Hansen, 1905, after Miss Gudrun Rich, daughter of a merchant of Copenhagen, Denmark.

Richards; bay, Melville pena., Frank.; named by Parry, 1822, 'after my fellow-traveller, Mr. Richards'—Midshipman Charles Richards of the *Hecla*, who accompanied Parry on a land journey.

Richards; point, Prince of Wales I., Frank.; named by Ommanney, 1851, probably after Charles Richards, Clerk of the *Assistance*—Ommanney's ship—1850-51.

Richards; cape, Ellesmere I., Frank.; after Com. George Henry Richards (1820-1900), Commander of *Assistance*, and second in command, Belcher expedition, 1852-54; Captain, 1854; surveying coasts of British Columbia, 1856-63; Hydrographer, 1864-74; knighted, 1877; Admiral, 1884. Named by Nares, 1875.

*__Richards__; cape, Melville I., Frank.

*__Richards__; cape, Victoria I., Frank.

*__Richards__; island, Bathurst I., Frank.

*__Richards__; mountain, Bathurst I., Frank.

*__Richards__; mountain, Melville I., Frank.

*__Richards__; point, Prince Patrick I., Frank.

Richards; island, mouth of Mackenzie river, Mack.; named by Richardson, 1826, 'in honour of the Governor of the Bank of England.'

Richardson; river, west of Coppermine river, Mack.; after Dr. (later, Sir) John Richardson (1787-1865), arctic explorer; Surgeon and Naturalist in Franklin's land expeditions, 1819-20 and 1825-27; commanded boat expedition in search of Franklin, 1848.

Richardson; bay, Great Bear lake, Mack. (Franklin.)

Richardson; bay, Coronation gulf, Mack. (Franklin.)

Richardson; bay, Ellesmere I., Frank. (Nares.)

Richardson; bay, King William I., Frank. (John Ross, 1830.)

Richardson; cape, Ellesmere I., Frank. (Nares, 1876.)

Richardson; cape, Melville pena., Frank.

Richardson; islands, Coronation gulf, Frank. (Franklin.)

Richardson; island, Great Bear lake, Mack.

Richardson; point, Adelaide pena., Kee. (Back, 1834.)

Richardson; point, Melville I., Frank.

Richardson; range, Rocky mts., Yukon. (Franklin, 1825.)

Richardson; range, Victoria I., Frank.

Richardson; river, Coronation gulf, Mack. (Franklin, 1821.)

Richthofen; river, Yukon; after Freiherr von Richthofen, Leipsic, famous German geographer. Formerly called Red river from the colour of the rock along its banks.

Ricketts; cape, Devon I., Frank.; named by Parry, 1819, 'after Capt. Tristram Robert Ricketts, R.N.'; later, Admiral Sir Robert Tristram Ricketts. In 1803, Parry joined, as a volunteer, the flagship of the Channel fleet, the *Ville de Paris*, Capt. Ricketts.

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* Some of these features may be named after Capt. Peter Richards, R.N., Lord of the Admiralty, 1854-55.

Riddell; river, Macmillan river, Pelly river, Yukon; named by Selous, 'after a trapper of that name, who spent two or three winters in this district, and who, I believe, is the only white man who has penetrated so far up the south fork of the Macmillan.'

Riddle; point, Cornwallis I., Frank.; after Edward Riddle (1788-1854), English mathematician and astronomer; 1821-51 was Mathematical Master, Royal Naval Hospital, Greenwich.

Rideout; island, Bathurst inlet, Mack.; named by Franklin, 1821, after Commander S. Rideout, R.N.

Rigby; bay, Devon I., Frank.; named by Parry, 1819, after John Rigby, his maternal grandfather; or, after his mother's maiden name.

Riley; cape, Devon I., Frank.; named by Parry, 1819, after 'my friend, Mr. Richard Riley of the Admiralty.'

Riley; bay, Coronation gulf, Mack. (Franklin, 1821.)

Rink; rapid, Lewes river, Yukon; after Dr. Henry Rink, of Christiania, Norway, a well known authority on Greenland; sometime, Director of the Royal Greenland Trade at Copenhagen.

Ripon; island, Arctic ocean, Kee.; named by Back, 1834, 'out of respect to the Earl of Ripon' (1782-1859), English statesman.

Ristvedt; point, Victoria I., Frank.; named by Amundsen, 1905, after Peder Ristvedt, Meteorologist and 1st Engineer in the Amundsen expedition.

Robert; bay, Baillie-Hamilton I., Frank.; named by Penny, 1851, 'after a son of Capt. Hamilton, Secretary of the Admiralty' (*see* Baillie-Hamilton island).

Robertson; point, Melville I., Frank.; discovered by Bradford, 1851; probably after Archibald Robertson, Surgeon, R.N. Or, John Robertson, Surgeon, R.N.

Robeson; channel, Ellesmere I., Frank.; after George Maxwell Robeson (1829-97), Secretary of the Navy, United States, 1869-77.

Robilliard; island, Banks I., Frank.; named by M'Clure, 1851, probably after Lieut. John Robilliard, R.N.

Robinson; bay, Baffin I., Frank.; named by Hall, 1861, after Samuel Robinson, Cincinnati.

Robinson; mountain, British chain, Arctic coast, Yukon; named by Franklin, 1826, 'in honour of the then Chancellor of the Exchequer, and President of the Board of Trade—the Right Honourable Mr. Robinson, now Lord Goderich.'

Robinson; sound, Baffin I., Frank.; named by Hall, 1862, after Capt. Henry Robinson, Newbury, N.Y.

Roche; point, Melville I., Frank.; after Richard Roche, Mate in H.M.S. *Resolute*, Belcher expedition, 1852-54.

Roche-qui-trempe-à-l'eau; hill, Mackenzie river, Mack.; translated, 'rock by the river side'—its base dipping almost perpendicularly into the water.

Rocky islands; lake, Berens river, Kee.; translation of the Indian name *kasapakamuk*, from the isolated knolls situated near the shores.

Rodd; head, Banks I., Frank.; named by M'Clure, 1851.

Rodwell; bay, Boothia pena., Frank.; named by Ross, 1829.

Roes Welcome; strait, west of Southampton I., Kee.; Foxe named an island in the strait after Sir Thomas Roe (1580-1644), diplomatist, who greatly assisted Foxe in his voyage of discovery. The name has since been transferred to the strait.

Rogers; lake, Camsell river, Mack.; named by J. M. Bell, 1899, after Dr. R. V. Rogers, Kingston, Ont.

Rogier; headland, Devon I., Frank.; named by Macormick, 1852, 'after an old friend who had been engaged in African discovery.'

Roggan; river, called 'Bishop (or Pishop) Roggan,' Hudson bay, Ung.; Bishop Roggan is a corruption of the Indian name *pichipouian*, meaning 'fishing weir'; from the immense willow weirs, with basket sluices, built across the stream by the Indians to catch fish descending the river.

Romney; islands, Hudson bay, Ung.; named by Hudson, 1610, after Rebecca, Lady Romney, one of his patrons.

Ronciere, la; river, Arctic ocean, Mack.; named by Petitot, after Admiral Baron la Ronciere le Noury, French navy.

Roosevelt; hill, Kee.; after Col. Theodore Roosevelt, President of the United States, 1901-08; named by Munro-Ferguson.

Roosevelt; lake, Thebayazie river, Thlewiaza river, Kee.

Rosamond; lake, Camsell river, Mack.; named by J. M. Bell, after the late Bennett Rosamond, manufacturer, Almonte, and, M.P. for North Lanark, 1891-1904.

Roscoe; river, Arctic coast, Mack.; named by Richardson, 1826, 'after the eloquent historian of the Medici'—William Roscoe (1753-1831), an English historian.

Ross; bay, Melville pena., Frank.; named by Parry, 1821, 'in compliment to the gentleman who had accompanied me during the whole of this examination' of Lyon inlet—James Clark Ross (1800-62), Midshipman in *Isabella* (John Ross' 1st voyage, 1818), *Hecla* (Parry's 1st voyage, 1819), *Fury* (Parry's 2nd voyage, 1821-23); Lieutenant, *Fury* (Parry's 3rd voyage, 1824-25); Commander of the *Victory* (John Ross' 2nd voyage, 1829-33); Commander of expedition to Barrow strait and Prince Regent inlet, 1848-49; commanded expedition to Antarctic, 1839-43, reached 78° 10′ S.—the 'farthest south' till recently; commanded Franklin search expedition to north coast of Somerset island, 1848-49; Rear Admiral, 1856; knighted, 1844.

Ross; mountain, Ellesmere I., Frank.

Ross; point, King William I., Frank. (Back, 1834.)

Ross; point, Victoria I., Frank. (Rae, 1851.)

Ross; point, Melville I., Frank. (Parry, 1819.)

Ross; inlet, Committee bay, Boothia gulf, Kee.; named by Rae, 1846-47, 'after Donald Ross, Chief Factor' of the Hudson's Bay Company.

Ross; river, Pelly river, Yukon. (Campbell, 1843.)

Ross; island, Kee.; after Alexander Ross, of the Hudson's Bay Company, for some time in charge of Norway House, a post of the company—later, first Sheriff of Red River settlement; died, 1856.

Ross; island, Nastapoka group, Hudson bay, Ung.; after an officer of the Hudson's Bay Company.

Ross; river, Anderson river, Mack.; after Chief Trader Ross of the Hudson's Bay Company.

Ross; peninsula, Boothia gulf, Kee.; after John Ross (1777-1856), Rear Admiral and Arctic navigator; commanded expedition to Baffin bay, 1818; to Prince Regent inlet and King William island, 1829-33, and a Franklin search expedition, 1850-51; knighted, 1834.

Ross; point, King William I., Frank. (Simpson, 1839.)

Ross; river, Eastmain river, Ung.; after A. H. D. Ross, assistant to A. P. Low, 1892.

Rosse; bay, Ellesmere I., Frank.; after William Parsons, 3rd Earl of Rosse (1800-67), a British astronomer; specially noted for the reflecting telescope (largest in the world) which he erected at Bin Castle.

Rosse; cape, Cornwallis I., Frank.

Rossville; mission, Nelson river, Kee. (*see* Ross island).

Rouse; island, Melville pena., Frank.; named by Lyon, 1821-23, probably after a friend.

Rowan; bay, Ellesmere I., Frank.; named by Nares, 1875-76.

Rowley; cape, King William I., Frank.; named by Ross probably after Admiral Sir Josias Rowley (1765-1842). Or, after Admiral Sir Chas. Rowley, 1st Bart. (1770-1845), Lord of the Admiralty, 1834-35.

Roxborough; cape, Arctic ocean, Mack.; named by Simpson, 1839, 'after the noble family of Roxborough'—James Henry Robert (Innes-Ker), 6th Duke of Roxburghe (1816-79), *suc.* to peerage, 1823.

Royal Geographical Society; group, between King William and Victoria Is., Frank.; named by Amundsen, 1905, after the Royal Geographical Society of London, Eng.

Rupert; river, James bay, Ung. and Que.; after Rupert (1619-82), Prince of the Palatine, Duke of Bavaria, Duke of Cumberland and Earl of Holderness; he was son of Elector Frederick V. and Elizabeth of England; served in the Thirty Years' war and became celebrated in the English civil war as a cavalry leader; he was the first Governor of the Hudson's Bay Company; the river was discovered by Zachariah Gillam, 1667.

Russel; bay, Great Bear lake, Mack.; named by J. M. Bell, 1899, after Dr. Colin K. Russel, a Montreal physician.

Russell; cape, Melville I., Frank.; named by Mecham, 1853, after 'my first Captain, to whom I am indebted for much kindness during my first cruise at sea.' Mecham entered the navy in the *Ardent* (Capt. Russell) in 1841.

Russell; inlet, Arctic coast, Mack.; 'after the distinguished Professor of Clinical Surgery in the University of Edinburgh'—James Russell (1754-1836); named by Richardson, 1826.

Russell; mount, Devon I., Frank.; after John, 1st Earl Russell (1792-1878), known as Lord John Russell till 1861; an English statesman, orator and author; became leader of the Whig party in 1834; Home Secretary, 1835-39; Secretary for War and the Colonies, 1839-41, and Prime Minister, 1846-52; Foreign Secretary, and, later, President of the Council, 1852-55; Prime Minister, 1865-66; named by Belcher, 1853.

Russell; island, north of Prince of Wales I., Frank. (Parry, 1819.)

Russell; point, Banks I., Frank. (M'Clure, 1853.)

Rutherford; cape, Ellesmere I., Frank.; named by Nares, 1875-76.

S

Sabeiljay; lake, Little Seal river, Kee.; after a Chippewyan Indian.

Sabine; bay, Baffin I., Frank.; after Maj.-General Sir Edward Sabine, R.A. (1788-1883), a celebrated British astronomer and physicist; Astronomer to the John Ross expedition, 1818, and to the Parry expedition, 1819-20; President of the British Association in 1853, and of the Royal Society, 1861-71.

Sabine; cape, Ellesmere I., Frank.

Sabine; cape, King William I., Frank. (M'Clintock.)

Sabine; island, Melville pena., Frank. (Rae.)

Sabine; mountain, Melville pena., Frank. (Parry, 1822.)

Sabine; peninsula, Melville I., Frank. (Parry, 1820.)

Sabine; point, Arctic coast, Yukon.

Sackville; island, Baffin I., Frank. (see Crowe island); name now obsolete.

Sacred; island, mouth of Mackenzie river, Mack.; named by Richardson, 1826. 'Its position pointing it out to be the one described by Mackenzie as possessing "a sacred character," and being still a burial place for the Esquimaux.'

Saddleback; island, Baffin I., Frank.; named by Parry, 1821, 'on account of its shape.'

Safety; cove, Melville pena., Frank.; named by Parry, 1821, 'from the security it had afforded us.'

St. Arnaud; mountains, Melville I., Frank.; after Marshall Jacques A. Leroy de St. Arnaud (1796-1854), French General; was Commander-in-Chief of the French army in the Crimea in 1854.

Ste. Croix; lake, south of Great Bear lake, Mack.; so named by Abbé Petitot, because he visited it on the festival of the 'Holy Cross.'

St. Helena; island, Devon I., Frank.; probably after the famous island in the South Atlantic celebrated as the place of imprisonment of Napoleon, 1815-21.

St. Pauls; peak, Kaumayok mts., Ung.; from its outline, when viewed at a distance, resembling the dome of St. Paul's cathedral.

Ste. Therese; lake, southern tributary of Great Bear lake, Mack.; titular saint; named by Petitot.

Sakatonti; lake, Great Slave lake, Mack.; Indian name, meaning 'lake of the bear's shoulder.'

Salisbury; island, Hudson strait, Frank.; 'Northwest Fox,' p. 304—'so named by my predecessor Hudson, after the Right Honourable and not to be forgot, Robert Cicell, Earle of Salisbury; then Lord High Treasurer of England.' Sir Robert Cecil, 14th Earl of Salisbury (1563-1612); Principal Secretary of State, 1596-1612; created Earl of Salisbury, 1605, the 13th holder of the title, Lady Margaret Pole, *née* Plantagenet, having been executed, 1541, and all her honours forfeited. He 'married Elizabeth, sister of the unhappy Henry Brooke (*q.v.*), Lord Cobham, and died worn out with business,' 1612.

Salmon; point, Prince Patrick I., Frank.; after one of M'Clintock's sledge crew; accompanied him 'in all three journeys.'

Samuel; point, Eglinton I., Frank.; named by Richards, 1853.

Sanderson Tower; Baffin I., Frank.; named by Davis, after William Sanderson, merchant adventurer and friend of Davis.

Sandgirt; lake, Upper Hamilton river, Ung., and Que.; translation of the Indian name '*kamikauwinikan*,' from the sandy or boulder-strewn shores.

Sandom; point, Banks I., Frank.; named by M'Clure, 1851, after Rear Admiral Williams Sandom, R.N., under whom he had served in the *Niagara* (20) on Great lakes; not 'Sandon,' as sometimes written.

Sandy; river, Kaniapiskau river, Ung.; translation of the Indian name '*katakawamastuk*.'

Sarah; cape, Baffin I., Frank.; after Sarah, wife of Henry Grinnell (*see* Grinnell lake).

Sarahk; lake, Camsell river, Great Bear lake, Mack.; named by J. M. Bell, 1899, after Mrs. Sarah Camsell (*q.v.*).

Sargent; point, Baffin I., Frank.; probably after Robert O. Sargent, Mate in the *Erebus*, Franklin expedition, 1845.

Sargent; point, Bathurst I., Frank.

Sassiluk; bay, Baffin I., Frank.; Eskimo, signifying, 'bad water.'

Satellite; bay, Prince Patrick I., Frank.; named by M'Clintock, after the 'satellite' sledge used in his sledge journeys, 1853; sledge probably named after H.M.S. *Satellite*, one of the ships on the Brazilian station when M'Clintock was serving in 1843 in the *Gorgon*, another vessel of the same fleet; name possibly, also suggested as it was a tender—satellite—to the other and larger sledge.

Saumarez; river, Boothia pena., Frank.; named by John Ross, after Admiral James Saumarez (1757-1836), in whose flagship Ross served, 1803-08.

Savage; head, Melville I., Frank.; probably after William Savage, one of Nares' sledge crew, 1853.

Savage; islands (**Lower, Middle** and **Upper**), Baffin I.; so named by Baffin, 1614, from the number of savages (Eskimo) seen there.

Savage; sound, Roes Welcome, Kee.; named by Middleton, 1742, after the Eskimos he met there.

Sawyer; bay, Ellesmere I., Frank.; after Warren Sawyer, Boston, Mass.

Sayunni; range, Rocky mts., Mack.; Montagnais name, meaning 'rocks of the bighorn.'

Schei; island, Nansen sound, Frank.; after Per Schei, Geologist in the Sverdrup expedition, 1898-1902.

Schomberg; point, Bathurst I., Frank.; probably after Sir Robert Hermann Schomberg (1804-65), a Prussian traveller; made an exploration of British Guiana, 1833-39; in 1841-44, he surveyed the boundary between British Guiana and Venezuela.

Schott; cape, Ellesmere I., Frank.; after Chas. Anthony Schott, employed on U.S. Coast and Geodetic Survey, 1848 till death in 1901; Chief of computing division, 1855-99.

Schultz; lake, Dubawnt river, Kee.; named by J. B. Tyrrell, after Sir John C. Schultz, Lieut. Governor of Manitoba, 1888-95.

Schumaker; island, Boothia pena., Frank.; named by Ross, probably after Heinrich Christian Schumaker (1780-1850), German astronomer.

Schuyter; point, Banks I., Frank.; named by M'Clure, 1851.

Schwatka; bay, King William I., Frank.; named by Amundsen, 1904, after Lieut. Frederick Schwatka (1849-92), an American explorer, who commanded an Arctic expedition to King William island in search of traces of Franklin, 1878-80.

Scoresby; bay, Ellesmere I., Frank.; after William Scoresby (1789-1857), an English physicist and Arctic navigator; made many whaling voyages to the Arctic, and, in 1806, reached 81° 30′ N.; published several works on the variation of the compass, 'History of the Arctic Regions,' 'Voyage to the Northern Whale Fishery,' &c.

Scoresby; cape, Baillie-Hamilton I., Frank. (Penny, 1851.)

Scoresby; cape, Boothia pena., Frank. (John Ross.)

Scoresby; mountains, Bathurst I., Frank.

Scoresby; point, Bathurst I., Frank.

Scott; cape, Melville I., Frank.; probably after Robert C. Scott, Asst.-Surgeon of H.M.S. *Resolute*, 1852-54, in search for the Franklin expedition.

Scott; inlet, Baffin I., Frank.; probably after Sir William Scott, Baron Stowell, (1745-1836), Judge of the High Court of Admiralty, 1798-1827.

Scott; island, Hudson strait, Frank.; after Dr. J. Scott Keltie, Secretary and Editor, Royal Geographical Society, London, Eng. (R. Bell, 1897.)

Seaforth; point, Arctic coast, long. 97°, Kee.; named by Simpson, 1839, as his great-grandfather was 'the Laird Gruinard, a scion of the noble house of Seaforth.'

Seahorse; point, Southampton I., Kee.; named by Baffin, 1615, probably after the number of morse or walrus seen here, often called 'sea-horses.'

Seal; islands, Rankin inlet, Kee.; named by Francis Smith, 1747, 'from the number of seals frequenting them.'

Seal; lakes, **Lower** and **Upper**, east of Hudson bay, Ung.; from the seals caught in them.

Sedgwick; mountain, Arctic coast, Yukon; after Adam Sedgwick (1785-1873), famous British geologist; named by Franklin, 1826.

Seguin; lake, Mack.; after the Rev. Father Seguin, Fort Good Hope, Mack.

Sekwi; peak, brook and cañon, Gravel river, Mack.; Montagnais name, meaning 'Indian boy.'

Selkirk; bay, Melville pena., Frank.; after Thomas (Douglas), 5th Earl of Selkirk (1774-1824); in 1802 he advocated colonizing Red River, but, as this was forbidden by the British Government, he commenced a settlement in Prince Edward Island, and, later, another near Chatham, Ont.; in 1811, he purchased about 100,000 square miles in what is now Ontario and Manitoba, from the Hudson's Bay Company, and colonized the valley of the Red river in the vicinity of Fort Garry (now Winnipeg); after encountering much opposition from the North West Company, and suffering severe financial loss, he abandoned the enterprise. Named by Rae.

Selkirk; cape, Boothia pena., Frank. (John Ross, 1830.)

Selkirk; cape, Arctic ocean, long. 93°, Kee. (Dease and Simpson, 1839.)

Selkirk; island, lake Winnipeg, Kee.

Selkirk; post office, confluence of Pelly and Lewes rivers, Yukon; formerly a post of the Hudson's Bay Company, built and named by Campbell, 1843.

Sellwood; bay, Arctic coast, Mack.; named by Richardson, 1826, after Henry Sellwood, brother-in-law of Franklin (married his sister, Sarah).

Sellwood; river, Hood river, Mack.

Selous; mountain, Yukon; after F. C. Selous, celebrated African lion hunter; he hunted in the Macmillan River country.

Selwyn; cape, Melville I., Frank.; after Geo. Augustus Selwyn (1809-78), an English missionary and bishop; in 1841, consecrated first bishop of New Zealand and Melanesia; hence Maori point, in vicinity.

Selwyn; lake, Chipman river, Mack.; after Dr. A. R. C. Selwyn (1824-90), then (1893) Director of the Geological Survey of Canada.

Selwyn; river, tributary to Yukon river from south, long. 138°, Yukon. (Schwatka, 1883.)

Semenow; mountains, Yukon; named by Schwatka, after Von Semenow, sometime President of the Imperial Geographical Society, Russia.

Senecal; mount, Baffin I., Frank.; after C. O. Senecal, Geographer, Geological Survey. (Bernier, 1907.)

Sentry; island, Hudson bay, Kee.; 'from having a high pinnacle or point of stones erected on it by the Esquimaux.'

Separation; point, Cornwallis I., Frank.; so named by Penny, 1851, because the party here divided into two parties.

Separation; point, Mackenzie river, Mack.; named by Franklin, 1826; at this point the expedition divided, Franklin to explore the coast westward and Richardson to explore it to the eastward.

Seppings; cape, Somerset I., Frank.; named by Parry, 1819, 'after Sir Robert Seppings [1767-1840], one of the surveyors of His Majesty's Navy.'

Serpent; lake, Mack.; so named by Richardson after a small snake seen on the shore.

Severn; river, Hudson bay, Kee.; named by James, 1631, 'New Severn,' after the Severn river, England.

Seward; cape, Ellesmere I., Frank.; after William Henry Seward (1801-72), an American statesman.

Seymour; island, Berkeley group, Frank.; named by Richards, 1853, after Rear Admiral the Hon. Sir Geo. Francis Seymour, commanding fleet on Pacific station, 1844-48.

Shagavoke; bay, Lord Mayor bay, Boothia gulf, Frank.; Eskimo name, meaning 'strong stream.'

Shackleton; cape, Vansittart I., Frank.; named by Parry, 1821, at the request of John Bushnan, Midshipman in the *Fury*.

Shee; cape, Boothia pena., Frank.; named by Ross, after Sir Martin Archer Shee (1769-1850), portrait painter.

Sheldon; lake, Ross river, Yukon; after Charles Sheldon, New York.

Sheldon; mountain. Ross river. Yukon.

Shellabeer; point, Melville I., Frank.; after W. B. Shellabeer, 2nd Master in the *Assistance* in Austin expedition.

Shepherd; bay, Arctic coast, Kee.; named by Rae, 1854, 'in honour of the Deputy Governor of the Honourable Hudson's Bay Company.' John Shepherd was Deputy Governor, 1852-56, and Governor, 1856-58.

Sherard; bay, Melville I., Frank.; after Sherard Osborn, Lieutenant commanding the *Pioneer* in the Austin Arctic expedition, 1850-51, and in the Belcher expedition, 1852-54; later, Rear Admiral.

Sherard; point, Prince of Wales I., Frank.

Sherard Osborn; point, Melville I., Frank.

Sherer; creek, Melville pena., Frank.; named by Parry, 1821, after Joseph Sherer, Midshipman in the *Hecla*, 1821-22.

Sherer; mountain, Baffin I., Frank. (Parry, 1824.)

Sheridan; cape, Ellesmere I., Frank.; after General P. H. Sheridan (1831-88), an American General; distinguished himself in the U.S. Civil War.

Sheriff; harbour, Boothia pena., Frank.; after Sir Felix Booth, sometime, Sheriff for London and Middlesex, England (*see* Boothia).

Sheringham; point, Bathurst I., Frank.; probably after Captain, later Vice-Admiral, Wm. Louis Sheringham, R.N.; made various surveys; died, 1873. Lieut. Pim of the *Resolute*, 1852-54, entered the navy in 1842 and served under Capt. Sheringham.

Shezal; cañon, Gravel river, Rocky mts., Mack.; Montagnais name, meaning 'crooked.'

Shoals; bay, Melville pena., Frank.; 'which seems to be full of dangerous rocks and shoals, mostly covered by the tide'; named by Parry, 1821.

Shoalwater; bay, Mackenzie bay, Arctic ocean, Yukon; named by Franklin, 1826; descriptive.

Shortland; channel, Boothia pena. and Tasmania group, Frank.; named by M'Clintock, 1859, after Commander Peter F. Shortland (1815-88), who, in 1855, was in command of the *Columbia* surveying vessel; made surveys of coast of Nova Scotia, &c.; later, Vice-Admiral.

Sibbald; cape, Melville pena., Frank.; named by Rae, 1847, after an officer of the Hudson's Bay Company.

Sibthorp; cape, Somerset I., Frank.; named by M'Clintock, 1859, possibly after John Sibthorp (1758-96), botanist.

Sidney; cape, King William I., Frank.; named by John Ross, *ca.* 1831.

Sifton; mountain, Yukon; after the Hon. Clifford Sifton, Minister of the Interior, 1896-1906; now, Chairman, Commission of Conservation.

Silliman; mountain, Baffin I., Frank.; named by Hall, 1861, after Benjamin Silliman (1779-1864), an American chemist, geologist and physicist.

Simmons; bay, Archer fiord, Ellesmere I., Frank.; probably after Thomas Simmons, petty officer of the *Discovery*, Nares expedition.

Simmons; point, Ellesmere I., Frank.; named by Lieut. Aldrich, 1875, after John Simmons, petty officer of the *Alert*, and one of his sledge crew.

Simmons; peninsula, Ellesmere I., Frank.; after Herman Georg Simmons, botanist to the Sverdrup expedition, 1898-1902.

Simmonds; point, King William I., Frank.; named by M'Clintock, 1859, after John Simmonds, boatswain's mate in the *Fox*, and one of M'Clintock's sledge crew.

Simpkinson; cape, Devon I., Frank.; named by Penny, 1851, after the late Sir Francis Simpkinson, a near relation of Lady Franklin.

Simpson; bay, Victoria I., Frank.; after Sir George Simpson (1792-1860); Governor of the Hudson's Bay Company in Canada, 1822-60; knighted, 1839; made a journey round the world in 1841-42; it was said that, under him, the North West was 'ruled with a rod of iron.'

Simpson; island, mouth of Mackenzie river, Mack.

Simpson; islands, Great Slave lake, Mack. (Back, 1833.)

Simpson; lake, Anderson river, Mack.

Simpson; lake, Frances river, Liard river, Yukon. (Campbell.)

Simpson; peninsula, Arctic coast, Kee. (Rae.)

Simpson; mountains, Upper Liard river, Yukon.

Simpson Tower; peak, Frances river, Yukon. (Campbell.)

Simpson; cape, Melville pena., Frank.; named by Rae, 1847, after Thomas Simpson, officer of the Hudson's Bay Company, and moving spirit of the Dease and Simpson expedition; in 1837, he surveyed the gap between Franklin's 'farthest' and point Barrow, and, in 1838-39, the gap between Franklin's point Turnagain and Castor and Pollux river, long. 94° W.

Simpson; strait, between King William I., Frank., and Adelaide pena., Kee.

Sinclair; falls, Backs river, Kee.; named by Back, 1834, 'after [George Sinclair], one of the steersmen.'

Sinclair; point, Rae isthmus, Frank.; named by Rae, 1847, after a Chief Trader, Hudson's Bay Company, who was in charge of fort Churchill during Rae's expedition—probably William Sinclair, later, a Chief Factor.

Sir Bibby; island, Hudson bay, Kee. (*See* Bibby island.)

Sir J. A. Gordon; bay, Southampton I., Kee.; *see* Gordon bay.

Sir John Barrows Monument; mountain, Devon I., Frank.; named by Penny, 1851, 'out of compliment to the late Sir John Barrow (1764-1848), who for forty years filled the office of Secretary of the Admiralty, and during all that time devoted his utmost zeal and interest, as well as most distinguished talents to the advancement of Arctic discovery' (*see* also 'Barrow').

Sir J. Franklin; cape; *see* Franklin.

Sir R. Inglis; bay, Devon I., Frank.; *see* Inglis bay.

Sir R. Inglis; island, Ellesmere I., Frank.; *see* Inglis island.

Sir R. Inglis; sound, Devon I., Frank.; *see* Inglis sound.

Sir W. Parker; strait; *see* Parker strait.

Sir W. Pym; point; *see* Pym point.

Sisters; hills, Bathurst I., Frank.; named by Richards, 1853, from their resemblance to each other.

Sisip; lake, Churchill river, Sask. and Kee.; Indian name, meaning 'duck.'

Siveright; point, Boothia gulf. Kee.; named by Rae after John Siveright, an officer of the Hudson's Bay Company.

Skaare; fiord, Axel Heiberg I., Frank.; Norwegian word, meaning 'gulls'; so named on account of the number seen here. (Sverdrup.)

Skene; bay, Melville I., Frank.; named by Parry, after Midshipman A. M. Skene of the *Griper*.

Skeoch; bay, Baffin I., Frank.; named by Parry, after James Skeoch, Asst.-Surgeon in the *Fury*, 1821-23.

Skye; isle of, Belcher channel, Frank.; after an island, Inverness, Scotland, the largest of the Inner Hebrides; name probably from Gaelic *sgiath* (pronounced skey), a 'wing,' from its shape.

Slater; island, Lord Mayor bay, gulf of Boothia, Frank.; named by John Ross, 1829-31.

Slave; river, Mack and Alta.; after the Slave Indians. Sir Alex. Mackenzie says: 'The Slave Indians having been driven from their original country, by their enemies the Knistenaux, along the borders of this part of the river, it received that title, though it by no means involves the idea of servitude, but was given to these fugitives as a term of reproach, that denoted more than common savageness.'

Sleepers; group of islands, Hudson bay, Ung.; Foxe, 1631, says: 'I named the Ile Sleepe.' Miller Christy says: 'It is not at all clear why Foxe bestows this name upon the island, or rather, islands, for there is no doubt that it is one of the groups now known as the 'Sleepers.'

Smart; point, Helen I., Berkeley group, Frank.; named by Richards, 1853, after Capt. Robert Smart, in Sir Geo. F. Seymour's flagship *Collingwood* on the Pacific station, 1844-48; later, Admiral Sir Robert Smart.

Smith; bay, Prince of Wales I., Frank.; named by Ommanney, 1851, 'C. Smith bay.'

Smith; bay, Melville pena., Frank.; named by Rae, 1847, 'after William G. Smith, Asst. Secretary to the Hudson's Bay Company.'

Smith; bay, Great Bear lake, Mack.; after Edward Smith, Chief Factor, Hudson's Bay Company, at the time of Franklin's land expeditions. (Franklin, 1826.)

Smith; island, mouth of Mackenzie river, Mack. (Franklin.)

Smith; cape, Adelaide pena., Kee.; named by Simpson, 1839, after William Smith, Secretary to the Hudson's Bay Company.

Smith; cape, Margaret I., Frank.; named by Penny, 1851, 'after Benjamin Smith, whose zeal in search for Sir John Franklin has been most amply displayed in the abundant supplies of kites and their materials which at great expense he afforded to our expedition.'

Smith; fort, Hudson's Bay Company, Slave river, Mack.; after Sir Donald A. Smith, Lord Strathcona and Mount Royal, High Commissioner for Canada, London.

Smith; island, Baffin I., Frank.; named by Hall, 1862, 'after J. K. Smith.'

Smith; island, Ellesmere I., Frank.; named by Inglefield, 1852, after 'Mr. Newman Smith.'

Smith; mount, Ellesmere I., Frank.; probably named by Nares, 1875-76.

Smith; sound, east of Ellesmere I., Frank.; after Sir Thomas Smith (1158-1625), merchant, and first Governor of the company of adventurers for the discovery of the North West passage; discovered and named by Baffin, 1615.

Smyth; cape, Melville I., Frank.; probably after Capt. William Henry Smyth (1788-1865), President of the Royal Geographical Society, 1849-50.

Smyth; harbour, Southampton I., Kee.; after William Smyth, 1st Lieutenant of the *Terror* in Back's expedition, 1836-7.

Smyth; point, King William I., Frank.; named by Jas. C. Ross, 1830, after 'Capt. W. H. Smyth, R.N.' (*See* Smyth cape.)

Snowblind; bay, Cornwallis I., Frank.; so named by Penny, 1851, as some of his men became snowblind.

Solitary; mountain, Bathurst I., Frank.; named by Commander Richards, 1853, from it being isolated and the last hill on the northern coast of the island.

Solomons Temple; islands, James bay, Ung.; descriptive.

Somerset; island, Frank.; named by Parry, 1820, 'North Somerset,' after his native county in England.

Somerville; island, Cornwallis I., Frank.; named by Parry, 1820, after his friend, Dr. Somerville.

Sons of the Clergy; islands, Franklin isthmus, Kee.; named by Ross, 1829-30, 'Sons of the Clergy of Scotland' islands.

Sophia; bay, Devon I., Frank.; after Miss Sophia Cracroft (*q.v.*), niece of Sir John Franklin, and for many years the intimate friend and companion of Lady Franklin.

Sophia; cape, Devon I., Frank. (Penny, 1851.)

Sophia; cape, King William I., Frank.; named by Ross *ca.* 1832, possibly after the Princess Sophia (1777-1848), 17th child of George III., but probably after Sophia of Modena, as he named a headland near Sophia, cape Modena.

Sophia Sydney; cape, King William I., Frank.; named by Ross, 1829-31.

South; bay, Arctic coast, Mack.; named by Richardson, 1826, after 'the eminent astronomer, Sir James South' (1785-1867); astronomer, one of the founders and the first President, 1820, of the Astronomical Society.

South; island, Boothia pena., Frank. (Ross, 1829.)

Southampton; island, Hudson bay, Kee.; after Henry (Wriothesley), 3rd Earl of Southampton (1573-1624), politician and soldier; served under the Earl of Essex, and, for taking part in the Earl's insurrection, was attainted and all his honours forfeited; pardoned by James I., and re-created Earl of Southampton; named by Foxe.

Southwest; cape, Axel Heiberg I., Frank.; descriptive of position.

Southern Indian; lake, Churchill river, Kee.; meaning lake of southern Indians or Crees; locally called 'Cree lake.' In Indian, '*kissisakahigan*,' meaning 'big lake.'

Southwell; islands, Hudson bay, Kee.; named by Capt. Smith, 1747, after Thomas (Southwell), 2nd Baron Southwell (1698-1766); succeeded to the peerage, 1720.

Spain; island, Baffin I., Frank.; after Capt. O. V. Spain, late Wreck Commissioner, Department of Marine and Fisheries. (Bernier, 1907.)

Spence; bay, Boothia pena., Frank.; named by John Ross, 1831, 'in compliment to my relation of that name.'

Spencer; cape, Coburg I., Frank.; named by Inglefield, 1853, probably after the Rt. Hon. Frederick, 4th Earl Spencer (1798-1857); Rear Admiral, R.N.; later, Vice-Admiral.

Spencer; cape, Devon I., Frank.; named by Parry, 1819.

Spicer; island, Hudson strait, Frank.; after Capt. Spicer, New Bedford; 'has had much experience in Hudson strait.' (R. Bell, 1897.)

Spicer; islands, Fox channel, Frank.; named by Parry, 1822.

Stafford; point, Helen I., Bathurst I., Frank.; named by Richards, 1853, after Augustus Stafford, M.P., Secretary, Admiralty, 1852-53.

Stairs; lake, Camsell river, Great Bear lake, Mack.; named by J. M. Bell, 1899, after J. F. Stairs, M.P., Halifax.

Stallnecht; island, Ellesmere I., Frank.; named by Nares, 1875-76.

Stanfield; point, Ellesmere I., Frank.; probably named by Inglefield, 1852.

Stang; cape, Victoria I., Frank.; named by Amundsen, 1905, after N. A. Stang, merchant, who contributed 10,000 kr. toward the expedition.

Stanley; cape, Devon I., Frank.; named by Belcher, 1853, probably after Edward John Stanley, Baron Stanley of Alderley (1802-95); was Under Secretary for Foreign Affairs, 1846-52; President of the Board of Trade, 1855-58. Possibly after Edward Geoffrey Smith-Stanley, 23rd Earl of Derby (*q.v.*).

Stanley; island, Arctic coast, Kee.

Stanley; point, Baffin I., Frank.; named by Parry.

Stanley; harbour, Southampton I., Kee.; after Owen Stanley, 2nd Lieutenant in the *Terror* in Back's expedition, 1836-7.

Stanley; head, Cornwallis I., Frank.; probably same as Stanley cape (*q.v.*).

Stanley; river, Boothia pena., Frank.; named by John Ross, 1829, after the Rev. Edward Stanley (1779-1849), Bishop of Norwich.

Stapylton; bay, Arctic coast, Mack.; named by Richardson, 1826, 'in honour of Major-General the Honourable G. A. C. Stapylton, Chairman of the Victualling Board.'

Stenkul; fiord, Ellesmere I., Frank.; Norwegian word, signifying 'coal'; named by Sverdrup, after coal found there.

Stephenson; cape, Ellesmere I., Frank.; after Capt. Henry F. Stephenson, R.N., commanding H.M.S. *Discovery*, Nares expedition, 1875-6.

Stetson; cape, Ellesmere I., Frank.; after John Stetson, Boston, Mass. (Hayes.)

Stevens; cape, Baffin I., Frank.; after John Austin Stevens, born 1827, New York, an American antiquarian and author.

Stevens; cape, Ellesmere I., Frank.; named by Nares, 1875-76.

Stevens; mount, Ellesmere I., Frank.

Stevens; head, Melville I., Frank.; named by Mecham, 1853, 'after my old friend, Capt. Stevens, R.N.'

Stevenson; lake, Baffin I., Frank.; after —— Stevenson, American geologist. (R. Bell, 1897.)

Stewart; island, Hudson strait, Frank.; after Macleod Stewart, Ottawa. (R. Bell, 1897.)

Stewart; island, Queens channel, Frank.; named by Penny, 1851, 'after Admiral Houston Stewart, one of the Lords Commissioners of the Admiralty.'

Stewart; point, Arctic coast, long. 99°, Kee.; named by Simpson, 1839, probably after J. G. Stewart, Hudson's Bay Company; was second in command of the Anderson and Stewart expedition, 1855 (*see* Stewart river).

Stewart; point, Devon I., Frank.; named by Penny, after Captain Alexander Stewart, who commanded H.M.S. *Sophia* in the Penny expedition, 1850-51; this was Stewart's 'farthest.'

Stewart; point, Banks I., Frank.; named by M'Clure, probably after Rear Admiral Houston Stewart, Lord of the Admiralty, 1850-52.

Stewart; point, Prince of Wales I.; probably same as preceding.

Stewart; river, Yukon; named by Mr. Robert Campbell, of Hudson's Bay Company, 'after a friend, James G. Stewart [of the Hudson's Bay Company], son of the Hon. James Stewart, Quebec.'

Stillwater; river, Ung.; translation of Indian name '*natuakami*'—descriptive of the slackwater stretches that characterize this stream.

Stilwell; bay, Boothia pena., Frank.; named by Ross, 1829.

Stivens; point, Franklin bay, Arctic coast, Mack.; named by Richardson, 1826.

Stockport; island, Coronation gulf, Mack.; named by Franklin, 1821, probably after Stockport, town, Lancashire, England.

Stokes; range, Bathurst I., Frank.; named by Richards, 1853, after Capt. John L. Stokes of the *Acheron*, in which Richards served prior to his appointment to the Belcher expedition.

Stolz; peninsula, Axel Heiberg I., Frank.; after Rudolf Stolz, Sverdrup expedition, 1898-1902.

Stony; island, Slave river, Mack.; from a naked mass of granite, rising fifty or sixty feet above the water. (Richardson.)

Store Bjornekap; cape, Ellesmere I., Frank.: Norwegian name, meaning 'great bear cape.'

Strathcona; islands, Baffin I., Hudson strait, Frank.; after Sir Donald A. Smith, Lord Strathcona and Mount Royal, High Commissioner for Canada, London, Eng. (R. Bell, 1897.)

Strathcona; bay, Admiralty inlet, Baffin I., Frank. (Bernier, 1907.)

Stratton; inlet, Devon I., Frank.; named by Parry, 1819, probably after a friend.

Stromness; bay, Victoria I., Frank.: named by Rae, 1851, after Stromness, town, Orkney islands, Scotland.

Strzelecki; harbour, Prince of Wales I., Frank.; after Count F. de Strzelecki, one of the subscribers to the M'Clintock expedition, 1858-59. (M'Clintock.)

Stuart; bay, Bathurst I., Frank.; named by Richards, 1853 (*see* below).

Stuart; bay, Cornwallis I., Frank.; named by Penny, 1851, 'after the assistant surgeon of the *Lady Franklin*'—John Stuart (in the list of officers he appears as 3rd Mate, not Assistant Surgeon).

Stuart; point, Devon I., Frank. (Penny.)

Stubbs; point, Ellesmere I., Frank.; after Thomas Stubbs, stoker of H.M.S. *Alert*, Nares expedition, 1875-6.

Stuckberry; cape, Ellesmere I.; after Thomas Stuckberry, of H.M.S. *Alert*, Nares expedition, 1875-6.

Stupart; bay, Ungava bay, Ung.; after R. F. Stupart, Director of the Meteorological Service, Toronto.

Sturges Bourne; islands, Melville pena., Frank.; named by Parry, 1821, after Rt. Hon. William Sturges Bourne.

Sturt; point, Victoria I., Frank.; named by Rae, 1851, after Sir Charles Sturt, died, 1869; made extensive explorations in Australia; discovered the Darling river and explored interior of the island.

Success; point, Bathurst I., Frank.; after the *Success*, Lieut. May's sledge, Belcher expedition.

Sulivan; inlet, Bathurst I., Frank.; named by Richards, 1853, after Capt. Sulivan, of the *Philomel*, in which he served in 1842, surveying on the southeast coast of South America. This is, probably, the Thomas Ball Sulivan, who appears in the 1855 Navy list as Rear Admiral, retired.

Sullivan; inlet, Bathurst I., Frank.; probably after Sir Chas. Sullivan, 3rd Bart., Admiral of the Blue, R.N. (1789-1863).

Sullivan; bay, Boothia pena., Frank.; named by Ross, 1830.

Sulphur; point, Great Slave lake, Mack.; from the sulphur springs.

Surprise; point, Baillie-Hamilton I., Frank.; named by Penny, 1851, 'from the sudden appearance to our view of so large an extent of water.'

Susakivagamus; lake, Nelson river, Kee.; Indian name, meaning 'sturgeon.'

Sussex; cape, Boothia pena., Frank.; named by Ross. after H.R.H. Augustus Frederick, Duke of Sussex (1773-1843), sixth son of George III.

Sussex; lake, Backs river, Mack. (Back, 1833.)

Sussex; mountains, Victoria I., Frank.

Sutherland; island, Devon I., Frank.; probably after Peter C. Sutherland, Surgeon in the Penny expedition, 1850-51.

Svendsen; peninsula, Ellesmere I., Frank.; after Johan Svendsen, Surgeon in the Sverdrup expedition, 1898-1902.

Sverdrup; cape, Victoria I., Frank.; named by Amundsen, 1905, after Capt. Otto Sverdrup, sailing master for Nansen in 1893-96, and commanded an Arctic expedition to west of Ellesmere island in 1898-1902; discovered Ellef Ringnes, Amund Ringnes, Heiberg and other islands.

Sverdrup; islands, Frank.

Sverre; cape, Amund Ringnes I., Frank.; after Sverre Hassel, Sverdrup expedition, 1898-1902.

Swan; river, James bay, Kee.; translation of the Indian name '*wabishew*.'

Swanston; point, Committee bay, Kee.; named by Rae, 1847, 'after a friend.'

Swinburne; cape, Prince of Wales I., Frank.; named by M'Clintock, 1859, 'in honour of Rear Admiral Swinburne, a much-esteemed friend of Sir J. Franklin, and one of the earliest supporters of this final expedition.'

Sydney Webb; cape, Prince of Wales I., Frank.; named by M'Clintock, 1859, after a brother-in-law of Lieut. W. H. Hobson, M'Clintock expedition.

Sylvia; island, Baffin I., Frank.; after Sylvia, daughter of Henry Grinnell (*see* Grinnell land).

Sylvia; river, Baffin I., Frank.

T

Table; island, Devon I., Frank.; descriptive of outline.

Taché; lake, south of Great Bear lake, Mack.; after Rt. Rev. Alexandre Antonin Taché, Archbishop of St. Boniface.

Talbot; inlet, Ellesmere I., Frank.; named by Inglefield, 1853, after Henry John Chetwynd-Talbot, Earl Talbot (1803-68); Lieutenant, 1824; Post Captain, 1827; Rear Admiral, 1854; Admiral, 1865; *suc.* his cousin as Earl of Shrewsbury, 1856.

Tamallo; lake, Baffin I., Frank.; after an Eskimo who visited the *Arctic.* (Bernier, 1907.)

Tangle; island, Baffin I., Frank.; named by Parry, 1822, 'from the quantity of seaweed floating near it.'

Tasin; mountains, Stewart river, Yukon; Indian name, meaning 'black' or 'dark'—descriptive of appearance.

Tasmania; islands, Boothia pena., Frank.; named by M'Clintock, 1859, after Tasmania, Australasia, 'at the request of Lady Franklin, in grateful acknowledgment of many proofs of affectionate sympathy received from the colony over which her husband presided for several years, and in particular, of the large contributions raised there in aid of her expeditions of search.'

Tatinni; lake, Thaanni river, Kee.; from the Chippewyan Indian name, meaning 'deer-crossing.'

Taylor; cape, Boothia isth., Frank.; named by John Ross, 1829, possibly after Sir Herbert Taylor (1775-1839), private secretary to George IV. and William IV.

Taylor; island, Nastapoka group, Hudson bay; after an officer of the Hudson's Bay Company.

Taylor; island, Victoria I., Frank.; named by Rae, 1851, 'as a tribute of respect to the late much regretted President of the United States'—Zachary Taylor (1784-1850), 12th President.

Tennent; island, King William I., Frank.; named by James Clark Ross, 1830, 'after Mr. Emerson Tennent,' M.P.; one of the members of the Select Committee that recommended a vote of £5,000 to John Ross; name now obsolete.

Tennyson; cape, Ellesmere I., Frank.; named by Inglefield, 1853, after Alfred, 1st Lord Tennyson (1809-92), celebrated English poet; poet laureate, 1854; raised to the peerage, 1884.

Tent; island, Arctic coast, Yukon; from several curious slight frames of wood which were evidently for tents.

Tern; island, Baffin I., Frank.; named by Parry, 1822, 'from the immense number of those birds found upon it.'

Terror; bay, King William I., Frank.; after H.M.S. *Terror*, in the Franklin expedition, 1845-48; beset in M'Clintock channel, September 12, 1846; abandoned, April 22, 1848.

Terror; point, Southampton I., Kee. (Back, 1836-37.)

Thaanni; river, Hudson bay, Kee.; from the Chippewyan Indian name, meaning 'rocky bank.'

Thackeray; point, Prince of Wales I., Frank.; named by M'Clintock, after William Makepiece Thackeray (1811-1863), novelist; one of the subscribers to the M'Clintock expedition, 1857-59.

The Mother; hill, Bathurst I., Frank.; named by Richards, 1853, from three picturesque hills, one of which he called 'The Mother' and the others the 'Sisters.'

The Pas; village and railway station, Saskatchewan river, Kee.; probably an abbreviation of Pasquia (*q.v.*); possibly, from (Fr., pas) 'pass,' referring to the gravel ridge that crosses the river at this point and which forms a highway to the 'crossing.'

Thesiger; bay, Banks I., Frank.; named by M'Clure, 1851, after Rt. Hon. Sir Frederic Thesiger (1794-1878), Chancellor of Great Britain; Midshipman, 1807, and was present at (second) bombardment of Copenhagen; Solicitor General, 1844; Attorney General, 1845-46 and 1852; Lord Chancellor, 1858; *cr.* Baron Chelmsford, 1858.

Thetinni; lake, Thlewiaza river, Kee.; from the Chippewyan Indian name, meaning 'seal-hole.'

Thlewiaza; lake and river, Hudson bay, Kee.; Chippewyan Indian name, meaning 'small fish.'

Thom; bay, Boothia pena., Frank.; named by John Ross, after William Thom, Purser in the *Victory*, 1829-33.

Thomas; cape, Franklin inlet, Kee.; named by Rae, 'after a relative.'

Thompson; island, Boothia pena., Frank.; named by John Ross, 1829, possibly after Admiral Sir Thomas Boulden Thompson, R.N. (1766-1828); engaged in the expedition against Copenhagen.

Thomson; glacier, Ellesmere I., Frank.; after Sir Chas. Wyville Thomson (1830-82), a noted Scotch biologist; was Director of the scientific staff of the *Challenger* expedition, 1872-76.

Thompson; point, King William I., Frank.; named by M'Clintock, 1859, after Alex. Thompson, Quartermaster of the *Fox* and one of M'Clintock's sledge crew.

Thornton; point, Bathurst I., Frank.; named by Richards, 1853, probably after Rear Admiral Samuel Thornton, R.N.

Thorsteen; cape, Ellef Ringnes I., Frank.; named by Sverdrup, 1901.

Thorvald; peninsula, Ellesmere I., Frank.; named by Sverdrup, 1899.

Three Sisters; island, Ellesmere I., Frank.; named by Nares, 1875-76, after three conspicuous conical hills rising from its base.

Thunder; cove, Arctic ocean, Kee.; named by Dease and Simpson, 1839, from a heavy thunderstorm that occurred when they were in this harbour.

Thushonilini; lake, Thaanni river, Kee.; from the Chippewyan Indian name, meaning 'big pine trees.'

Tibielik; lake, Thelon river, Mack.; Eskimo name, implying the existence of driftwood.

Tide; lake, Eastmain river, Ung.; 'on account of the deposits of mud that cover the shore and islands up to freshet mark of the river, giving the lake the appearance of a tidal bay at low water.'

Tigonankwine; range, Rocky mts., Mack.; Montagnais name, meaning 'backbone of the earth.'

Tilson; island, Boothia pena., Frank.; named by John Ross, 'after my friend, T. Tilson, Esq.'

Tinney; bay, Coronation gulf, Mack.; named by Franklin, 1821, 'after my friend, W. H. Tinney, of Lincoln's Inn,' London, Eng.

Tinney; cove, Bathurst inlet, Mack.

Tinney; point, Arctic coast, Mack. (Richardson, 1826.)

Tiveroong; island. Baffin I., Frank.; named by Hall, 1861, after an Innuit woman.

Tod; island, King William I., Frank.; named by Simpson, 1839, probably after John Tod or William Tod, or both. John and William Tod signed the Hudson's Bay Company's 'deed poll' of 1834, as Chief Traders.

Toker; point, Arctic coast, Mack.; named by Richardson, 1826, 'out of respect to Capt. Toker, of the Royal Navy, under whom I had once the honour to serve.'

Tommen; mountain, Ellesmere I., Frank.; named by Sverdrup; Norwegian word, meaning 'thumb.'

Toms; island, Franklin strait, Frank.; named by M'Clintock, 1859, after Henry Toms, Quartermaster of the *Fox*, and one of Hobson's sledge crew.

Toms; point, Bathurst I., Frank.; after Francis Yeates Toms, Assistant Surgeon, H.M.S. *North Star*, in search for Franklin expedition, 1852.

Torrens; cape, Graham I., Frank.; named by Belcher, 1853.

Torugak; mountains, Ung.; Eskimo name, meaning 'the spirit of Death,' who from his cavern in the mountains, watches them always, dealing out misfortune, or withholding it, at his will. (Wallace.)

Torup; point, Victoria I., Frank.; named by Amundsen, 1905, after Prof. Sofus Torup, who examined and tested all the hermetically sealed provisions.

Totnes; road (harbour), Exeter sound, Baffin I., Frank.; named by Davis, 1585, after Totnes, parish and town, Devonshire, England.

Towson; point, Melville I., Frank.; discovered by Bradford, 1851.

Traill; point, Arctic coast, Mack.; named by Richardson, 1826, 'after Dr. [Thomas Stewart] Traill [1781-1862], of Liverpool,' later, Professor of medical jurisprudence in Edinburgh.

Travaillant; river, tributary to Mackenzie river, north of Hare Indian river, Mack.; after a French Canadian employé of the Hudson's Bay Company.

Trembles; point, lake Winnipeg, Kee.; French, signifying 'poplar'; from aspen poplar trees on this point.

Trinity; islands, Baffin I., Frank.; Foxe, 1631, says: 'I named Trinitie Isles in the remembrance of the house of Deepeford Strand'—Trinity House, an English corporation, chartered 1514, charged with various naval matters, especially erection and maintenance of lighthouses.

Triton; inlet, Devon I., Frank.; probably after H.M.S. *Triton*; named by Belcher, 1853.

Trold; fiord, Ellesmere I., Frank.; named by Sverdrup; Norwegian word, meaning 'troll' (literally, ghost). It is described as 'a horrible hole, with high threatening walls of rock on either side.'

Troughton; cove, Rae strait, Frank.; named by Rae, 1854, after Edward Troughton (1753-1835), scientific instrument maker, one of the original members of the Astronomical Society; member of the well known firm of Troughton & Simms, London.

Troughton; island, Boothia pena., Frank. (John Ross.)

True; cape, Baffin I., Frank.; after Benjamin C. True, Cincinnati. (Hall.)

Truro; island, Bathurst I., Frank.; named by McDougall, 1853, probably after Truro, city, Cornwall, England.

Trüter; mountains, Jones sound, Devon I., Frank.; named by Austin, 1851, in compliment to the family of Sir John Barrow, being the maiden name of the Dowager Lady Barrow.

Tsichu; river, tributary of Gravel river, Mack.; Indian name, meaning 'big boat.'

Tucker; point, Devon I., Frank.; named by Belcher, 1853, after Sir Edward Tucker, Vice-Admiral of the White.

Tuktokuk; river, Ungava bay, Ung.; Eskimo name, meaning 'reindeer.' (Wallace.)

Tullett; point, Prince Patrick I., Frank.; after the captain of Mecham's sledge, boatswain's mate of the *Assistance*, Austin expedition.

Tulloch; point, King William I., Frank.; named by Simpson, 1839, after Prof. J. Tulloch, Professor of Mathematics, King's College, Aberdeen; one of the four members of the Senate who, in 1829, awarded Simpson the Huttonian prize.

Tunulik; river, Ungava bay, Ung.; Eskimo name, meaning 'back.' (Wallace.)

Turn; point, Baffin I., Frank.; named by Hall, 1862, having reached this point—the termination of his survey of the Kingaite coast in 1861—he turned about and resumed the survey.

Turnagain; point, Coronation gulf, Mack.; so named by Franklin, 1821, as he 'turned' at this point to return to his winter quarters at fort Enterprise.

Turnbull; point, Bathurst I., Frank.; named by Richards, 1853, possibly after Lieut. Robert Turnbull, R.N.

Turton; bay, Hooper inlet, Melville pena., Frank.; named by Parry, 1823, 'by desire of Mr. Fisher, our Chaplain and Astronomer.'

Turton; shoals, Melville pena., Frank.

Tuttle; point, Hudson strait, Ung.

Twin Glacier; valley, Ellesmere I., Frank.; named by Nares, 1875, from two glaciers coming from nearly opposite directions meeting at this place.

Twityeh; river, tributary of Gravel river, Mack.; Indian name, meaning 'river of flowing lakes.'

U

Ulve; fiord, Axel Heiberg I., Frank.; Norwegian word, meaning 'wolf'; named by Sverdrup.

Ungava; bay, Hudson strait, Ung.; Eskimo word, meaning 'far away.'

Ungava; district; has no legal authority, but, for convenience, applied to the peninsula north of Quebec.

Ungava; peninsula.

Union; bay, Devon I., Frank.; named by Austin, 1850, 'in commemoration of the gathering of the searching squadrons' for the ill-fated Franklin expedition.

Union; cape, Ellesmere I., Frank.; named by Hayes, 1861, 'in remembrance of a compact which has given prosperity to a people and founded a nation'—the United States.

United States; range, Ellesmere I., Frank.; named by Hayes, after his vessel.

Unity; bay, Koksoak river, Ung.; named by the missionaries of the United Brethren, 1811.

V

Vanasse; island, Baffin I., Frank.; after Fabien Vanasse, Bernier expedition. (Bernier, 1907.)

Vanderberghe; mountains, south of Great Bear lake, Mack.; named by Petitot, after Rev. Father Vanderberghe, head of the Order of Oblats in Canada.

Vanderbilt; cape, Baffin I., Frank.; named by Hall, after Cornelius Vanderbilt (1794-1877), an American financier.

Vansittart; island, Melville pena., Frank.; named by Parry, 1821, 'after the Rt. Hon. Nicholas Vansittart [1766-1851], Chancellor of the Exchequer,' 1812-23; M.P., 1796 and 1802-23; *cr.* Baron Bexley, 1823; Cabinet Minister, 1823-28.

Vesey Hamilton; island, Melville I., Frank. (*See* Hamilton cape.)

Vesconte; point, Bailie-Hamilton I., Frank.; *see* Le Vesconte.

Victoria; archipelago, Belcher channel, Frank.; after Her Majesty Queen Victoria.

Victoria; bay, Baffin I., Frank. (Hall.)

Victoria; cape, Boothia pena., Frank. (M'Clintock.)

Victoria; harbour, Boothia pena., Frank.

Victoria; head, Ellesmere I., Frank. (Inglefield.)

Victoria; headland, Arctic coast, Kee. (Back, 1834.)

Victoria; hills, northeastern Keewatin.

Victoria; island, Baffin I., Frank.

Victoria; island, Frank.; includes the insular tract, portions of which are known as Victoria land, Wollaston land and Prince Albert land.

Victoria; land, Victoria I., Frank.

Victoria; mountain, Ellesmere I., Frank.

Victoria; peak, Devon I., Frank. (Belcher.)

Victoria; point, King William I., Frank.

Victoria; strait, between Victoria and King William Is., Frank.

Victoria and Albert; range, Ellesmere I., Frank.; after late Queen Victoria and The Prince Consort.

Victory; harbour, Boothia pena., Frank.; named by John Ross, 1829, after his vessel the *Victory*.

Victory; point, King William I., Frank. (James Ross, 1830.)

Viele; cape, Ellesmere I., Frank.; named by Hayes, after Brig.-Gen. Egbert L. Viele, U.S. Army.

View; point, Ellesmere I., Frank.; named by Aldrich, 1875, from the 'view' of cape Joseph Henry that he had on rounding it.

Village; bay and point, Devon I., Frank.; named by Belcher, 1852, after a deserted Eskimo village, from the remains of which he constructed a large cairn.

Von Buch; cape, Ellesmere I., Frank.; after Christian Leopold Von Buch (1774-1853), German geologist and traveller.

W

Waddell; bay, Baffin I., Frank.; named by Hall, 1861, after William Coventry H. Waddell, New York.

Wade; point, Ellesmere I., Frank.; named by Inglefield, 1852, after 'Major Wade.'

Wadworth; island, Somerset I., Frank.; named by Jas. Ross, 1849.

Wager; inlet, Roes Welcome, Hudson bay, Kee.; named by Middleton, 1742; 'after the Right Honourable Sir Charles Wager' (1666-1743).

Wakeham; bay, Hudson strait, Ung.; after Commander William Wakeham, Department of Marine and Fisheries; he commanded an expedition to Hudson bay in the *Diana* in 1897 (Low).

Wakeham; cape, Melville I., Frank.; named by Parry, 1820, after Cyrus Wakeham, clerk in the *Griper*, 1819-20.

Waldegrave; cape, Ellesmere I., Frank.; probably after Granville George (Waldegrave), 2nd Baron Radstock (1786-1857); Vice-Admiral of the Red, 1855; *suc.* to the peerage, 1825; named by Inglefield, 1853.

Walker; bay, Coronation gulf, Mack.; named by Franklin, 1821; probably same derivation as Walker cape (*q.v.*).

Walker; bay, Victoria I.. Frank. (M'Clure, 1850.) (*See* Walker inlet.)

Walker; cape, Russell I., Prince of Wales I., Frank.; named by Parry, 1819, after 'Mr. Walker of the hydrographical office at the Admiralty.'

Walker; inlet, Prince Patrick I., Frank.; named by Mecham, 1853, after Admiral Sir Baldwin Wake Walker (1802-76); Surveyor of the Navy, 1848-60.

Walker; range, Melville I., Frank.

Walker; mountain, Somerset I., Frank.; named by M'Clintock, 1859, 'after the Doctor, who was the first to ascend it' (1,123 feet)—David Walker, Surgeon and Naturalist to the M'Clintock expedition. Dr. Walker and Sir Allen Young are the only surviving officers of the *Fox*.

Walker; point, Prince of Wales I., Frank. (*See* Walker inlet.)

Wall; bay, King William I., Frank.; after Richard Wall, harpooner in the *Victory*, 1829-33; named by Ross.

Walmsley; lake, north of Great Slave lake, Mack.; after the Rev. Dr. Walmsley, of Hanwell, England; named by Back, 1833.

Walrus Shoal; island, Ellesmere I., Frank.; so named after the numerous walrus bones found near the old Eskimo camps on this island.

Walsingham; cape, Baffin I., Frank.; after Sir Francis Walsingham (1530-90), sometime, Lord Mayor of London; named by Davis, 1585.

Walter Bathurst; cape, Bylot I., Frank.; after Captain Walker Bathurst, R.N. (1764-1827). Captain Bathurst, commanding the *Genoa* (74), was killed at the battle of Navarino, 1827. Named by John Ross, 1818.

Wapikopow; lake, Limestone river, Nelson river, Kee.; Indian name, meaning 'willow-point.'

Wapinihikiskow; lake, Nelson river, Kee.; Indian name, meaning 'white-spruce bluff.'

Ward; point, Devon I., Frank.; probably after Rear Admiral Chas. Ward, R.N., retired. Or, after Henry George Ward, Secretary to the Admiralty, 1852-53. Named by Inglefield, 1852.

Ward; inlet, Baffin I., Frank.; named by Hall, 1862, after Augustus H. Ward, New York.

Ward Hunt; island, Ellesmere I., Frank.; named by Nares, 1875, after the Rt. Hon. George Ward Hunt (1825-77), then, First Lord of the Admiralty.

Ware; point, Bathurst I., Frank.; named by Richards, 1853, possibly after Lieut. Charles B. Ware, R.N.

Warren; point, Melville I., Frank.; named by Richards, 1853, after Capt. (later, Admiral) William Warren.

Warren; point, Arctic coast, Mack.; named by Richardson, 1826, 'after my friend, Captain Samuel Warren, of the Royal Navy'—later, Rear Admiral Sir Samuel Warren (1769-1839).

Warren; river, Backs river, Mack. (Back, 1834.)

Warrender; bay, Melville sound, Coronation gulf, Mack.; named by Franklin, 1821, 'after Sir George Warrender' (1782-1849), 4th Bart.; in 1821, was Lord High Admiral.

Warrender; cape, Devon I., Frank. (Ross, 1818.)

Warrington; bay, Melville I., Frank.; named by Mecham, 1853, after a friend.

Warwick; cape, Resolution I., Frank.; named by Davis, 1587, 'after his patron, Ambrose Dudley, who was *cr.* Earl of Warwick in 1561, and died *s.p.* in 1589.'

Warwick; mountain, Baffin I., Frank.

Wasegamow; lake, Limestone river, Nelson river, Kee.; Indian name, meaning 'clear-water lake.'

Washagami; river, Ekwam river, Kee.; Indian name, meaning 'clear-water lake.'

Washington; bay, King William I., Frank.; 'after Captain Washington, the hydrographer, a steadfast supporter of this final search'—Capt. John Washington, R.N. (1800-63), later, Rear Admiral. Kennedy says that: 'he compiled the very useful Esquimaux vocabularies supplied to the Arctic expeditions'; named by M'Clintock, 1859.

Washington; cape, Coburg I., Frank.

Washington; islands, Victoria I., Frank.

Washington; mount, Prince of Wales I., Frank. (Kennedy, 1852.)

Washington; point, Baillie-Hamilton I., Frank. (Penny, 1851.)

Washington Irving; island, Ellesmere I., Frank.; after Washington Irving (1783-1859), American poet, historian and novelist.

Waskwei; lake, Churchill river, Kee.; Indian name, meaning 'birch.'

Watson; river and valley, lake Bennett, Yukon; named by Schwatka, 1883, after Prof. Sereno Watson of Harvard University.

Watt; cape, Melville pena., Frank.; named by Rae, after 'a friend.'

Weatherall; bay, Melville I., Frank.; probably after Weatherall, one of Mecham's sledge crew, 1853.

Webb; point, Prince of Wales I., Frank.; named by Osborn, 1851, after Henry P. Webb, Asst.-Engineer of the *Pioneer*.

Welbank; bay, Victoria I., Frank.; named by Rae, 1851, 'after one of the directors of the Hudson's Bay Company.'

Weld; harbour, Boothia pena., Frank.; probably after C. R. Weld, one of the subscribers to the M'Clintock expedition, 1858-59.

Wellington; bay, Victoria I., Frank.; after Arthur Wellesley, 1st Duke of Wellington (1769-1852), famous British General and statesman, the victor of many battles in India and the Peninsula and of Waterloo; Prime Minister, 1828-30; Foreign Secretary, 1834-35; member of the Cabinet, 1841-46; named by Rae, 1851.

Wellington; channel, west of Devon I., Frank. (Parry, 1819.)

Wellington; strait, King William and Matty Is., Frank. (John Ross.)

Welsford; cape, Southampton I., Kee.; named by Parry, 1821, 'by Mr. Hooper's desire, Cape Welsford.'

Wentzel; river, Coronation gulf, Mack.; after Frederick Wentzel, clerk in the North West Company; accompanied Franklin expedition, 1820, from fort Providence.

Westbourne; bay, Hudson strait, Frank.; 'name of the Glasgow house of the late Alex. Smith of Auchentroy, Scot.' (R. Bell, 1897.)

Western; river, Bathurst inlet, Coronation gulf, Mack.; named by Franklin, 1821, 'Backs' river; later, called 'Backs Western' river to distinguish it from Backs or Great Fish river; after Midshipman (later, Admiral Sir) George Back, Franklin expeditions, 1819-22 and 1825-27; commanded land expedition to Backs river, 1833-35; commanded expedition to Hudson bay in *Terror*, 1836-37.

Westmount; island, Hudson strait, Ung.; probably after Westmount, Que.

Weston; cape, Baffin I., Frank.; Foxe, 1631, says: 'This Cape I named Lord Weston's Portland'—Richard Weston, 1st Earl of Portland (1577-1635), Lord High Treasurer and Lord Commissioner of the Navy.

Weston; island, James bay, Ung.

Weynton; cape, Committee bay, Kee.; named by Rae, after 'a friend.'

Weyprecht; islands, Ellesmere I., Frank.; named by Greely, after Karl Weyprecht (1838-81), a German Arctic explorer; was the originator of the system of international Polar stations.

Whale; cove, Hudson bay, Kee.; Dobbs says: because the Eskimo here traded their fur and whale oil with the Hudson's Bay Company.

Whale; island, mouth of Mackenzie river, Mack.; named by Mackenzie, 1789, from the number of whales found in the vicinity of the island.

Whalebone; point, Roes Welcome, Kee.; Miller Christy says: it was named by Scroggs, 1722, after his vessel, the *Whalebone*. Ellis says Scroggs named it 'Whale' point, because at this point he traded with the Eskimo for whale-fins and sea-horse teeth. Another authority says: 'from a whale having carried one of the [Hudson's Bay] Company's sloops to sea, by its tail getting foul of the anchor and cable.'

Wharton; lake, Dubawnt river, Mack.; named by J. B. Tyrrell, 1893, after Rear Admiral Sir William James Lloyd Wharton, then Hydrographer to the Admiralty.

Wharton; harbour, Hudson strait, Frank. (R. Bell, 1897.)

Wharton; point, Royal Geographical Society group, Frank. (Amundsen, 1905.)

Wheaton; river, Yukon; named by Schwatka, 1883, after Brevet Maj. Gen. Frank Wheaton, U.S.A.

Whiffen; inlet; Melville pena., Frank.; named by Rae, 1847, after 'a friend.'

Whisler; mountain, Ellesmere I., Frank.; after Private William Whisler, Greely expedition, 1881-84. (Greely.)

White; river, southern tributary to Yukon river, lat. 63° 10′; named, 1850, by the discoverer, Robert Campbell, Hudson's Bay Company, from the colour of its water; it carries in suspension a very large amount of glacial mud. Schwatka says the 'Stick' Indians call it Yukon-hini ('Yukon river'), and the Chilkats by a name meaning 'Sand river.'

White; mountain, Yukon; after the late Hon. Thomas White, Minister of the Interior, 1885-88.

White; pass, Yukon and B.C.

White Pass; railway station, Yukon.

White Bear; point, Arctic ocean, Mack.; so named by Simpson, after the skin of a polar bear found at this point.

Whitefish-spawning; river, Red lake, southern Kee.; translation of the Indian name '*atikamegwamene-kan*,' 'whitefish-spawn.'

Whitehead; cape, Somerset I., Frank.; named by Sir Jas. C. Ross, 1849, after Edward Whitehead, Clerk in the *Enterprise*, 1848-49, and in the *Enterprise* (Collinson), 1850-54.

Whitehead; point, Prince of Wales I.; discovered by Browne, Austin expedition, 1851; probably same as Whitehead cape (*q.v.*).

Whitehorse; post office, Lewes river, lat. 60° 45′; after the Whitehorse rapids, which so called, from the foam on the rushing waters—'white horses.'

White-mud; river, Wenasaga river, southern Kee.; translation of the Indian name '*wabanwnkie*.'

Whitley; bay, Hudson strait, Ung.; named by Low, 1897, after Capt. Whitley, Sailing Master of the *Diana*, Hudson Bay expedition, 1897.

Whitmore; point, Devon I., Frank.; named by Belcher, 1853.

Whitsunday; fiord, Axel Heiberg I., Frank.; so named by Sverdrup, 1901, as it was discovered on Whitsunday.

Whyte; inlet, Fury and Hecla strait, Baffin I., Frank.; named by Parry, 1822, 'after Thomas Whyte.'

Wiachuan; river, Richmond gulf, Ung.; Indian name, signifying, 'brilliant falls,' referring to the falls near its mouth.

Wiel; cape, Victoria I., Frank.; named by Amundsen, 1905, after Mads Wiel, who contributed 5,000 kr. to the expedition.

Wilczek; valley, Yukon; named by Schwatka, 1883, after Graf von Wilczek, of Vienna, Austria.

Wilberforce; falls, Hood river, Mack.; named by Franklin, 1821, 'as a tribute of my respect for that distinguished philanthropist and christian'—William Wilberforce (1759-1833).

Wilkes; cape, Ellesmere I., Frank.; after Charles Wilkes (1801-77), an American admiral and explorer.

Wilkie; point, Prince Patrick I., Frank.; after the captain of M'Clintock's sledge, 1850-51.

Wilkins; point, lake Winnipegosis, Kee.; after F. W. Wilkins, D.L.S., who surveyed the shores of lake Winnipeg.

Willersted; lake, Franklin isth., Kee.; probably a draughtsman's error for Wetterstedt, after Gustave, Count de Wetterstedt, Minister of State and for Foreign Affairs, who, on behalf of Sweden and Norway, signed a treaty with Great Britain for the suppression of the slave trade, Nov. 6, 1824; named by John Ross, *ca.* 1831.

William of Würtemburg; cape, King William I., Frank.; named by John Ross, after William I. (1781-1864), King of Würtemburg, 1816-64. On Ross' chart abbreviated to 'Will-of-Wirt.'

Williams; island, Ellesmere I., Frank.; named by Nares, 1875.

Williams; island, mouth of Mackenzie river, Mack.; named by Franklin, 1826, 'after William Williams, Esq., late Governor of Prince Rupert's Land.'

Williams; point, Victoria I., Frank.; named by Rae, 1851; probably same as Williams island (*q.v.*).

Williams; peninsula, Baffin I., Frank.; named by Hall, 1862, after T. W. Williams, New London, Conn.

William Smith; cape, Hudson strait, Ung.; after late William Smith, Deputy Minister, Department of Marine and Fisheries, 1868-96.

Willingham; mountains, Contwoyto lake, Mack.; named by Franklin, after his father, Willingham Franklin.

Willis; valley and bay, Prince of Wales I., Frank.; named by M'Clintock, 1859, after Hon. Mr. Justice Willes (or Willis), one of the subscribers to the expedition.

Willoughby; cape, Baffin I., Frank.; probably after Robert Bertie, 12th Baron Willoughby de Eresby (1572-1642), *cr.* Earl of Lindsey, 1626; named by Foxe, 1631.

Willoughby; point, Victoria I., Frank.; named by McClure, 1851.

Wilmot; bay, Arctic coast, long. 98° W., Kee.; named by Simpson, 1839.

Wilmot; islands, Coronation gulf, Mack.; named by Franklin, 1821, probably after Eardley (*q.v.*) Wilmot.

Wilson; bay, Boothia pena., Frank.; named by John Ross, 1829.

Wilson; cape, Melville pena., Frank.; named by Parry, 1822, probably after a friend.

Wilson; mountain, Yukon; after Charles Wilson, prospector.

Windsor; mountain, Buckingham I., Norwegian bay, Frank.; named by Belcher, 1853, after Windsor Castle, Eng.

Winonimicheken; river, tributary of the Winisk, Kee.; Indian name, meaning 'fat wier.'

Winter; harbour, Melville I., Frank.; name given by Parry, to the harbour that he wintered in, 1819-20.

Winter; island, Melville pena., Frank.; so named by Parry, as he wintered at this island, 1821-22.

Winter; lake, Coppermine river, Mack.; named by Franklin, 1820, as the expedition wintered, 1820-21, on its shores.

Wise; point, Arctic coast, Mack.; Richardson, in 'Franklin's 2nd Journey,' says: ' . . . . received from Mr. Kendall, the name of Wise, after Captain W. F. Wise, of the Royal Navy, under whose command he sailed in His Majesty's ship, *Spartan*.'

Wiswell; inlet, Baffin I., Frank.; named by Hall, 1861, after William Wiswell, Cincinnati.

Wollaston; cape, Coronation gulf, Frank.; after Dr. William Hyde Wollaston (1766-1828), the noted English chemist and physicist; discovered palladium and rhodium; made important investigations in optics and electricity; invented the camera lucida and the goniometer; named by Franklin, 1821.

Wollaston; islands, Baffin I., Frank. (Parry, 1820.)

Wollaston; land, Victoria I., Frank.

Wolley; point, Banks I., Frank.; named by M'Clure, 1851, after Henry and Thomas Wolley, Senior Clerks, Admiralty.

Wolstenholme; cape, Hudson bay; after Sir John Wolstenholme (1562-1639), one of the adventurers for the discovery of the North West passage; named by Hudson, 1610.

Wood; point, Ellesmere I., Frank.; after William Wood, petty officer of H.M.S. *Alert*, Nares expedition, 1875-6.

Woodside; river, tributary of Pelly river, Yukon; after Major Henry Woodside, Yukon Census Commissioner, 1901.

Woodward; bay, Ellesmere I., Frank.; named by Hayes, 1861, after George A. Woodward.

Worksop; head, Victoria I., Frank.; probably after Worksop Manor, Nottingham, England, now the property of the Duke of Newcastle.

Worth; point, Banks I., Frank.; named by M'Clure, 1851.

Wrangel; bay, Ellesmere I., Frank.; after Ferdinand von Wrangel (1796-1870), Russian Vice-Admiral and explorer; commanded an Arctic expedition, 1820-24; later, was Governor of Russian America; named by Hayes, 1861, who says: his 'fame in connection with Arctic discovery is equalled by that of Sir Edward Parry only.'

Wright; bay, Arctic coast, Mack.; after the Rev. Richard Wright, who married Henrietta, youngest sister of Franklin; named by Richardson, 1826.

Wright; river, Hood river, Mack. (Franklin, 1821.)

Wright; river, Yukon, after Professor R. Ramsay Wright, of the University of Toronto.

Wrottesley; inlet, Boothia pena., Frank.; named by M'Clintock, 1858, 'after Lord Wrottesley, in remembrance of the support given by him to the expedition, his advocacy of it in the House of Lords, and of the facilities granted me by the Royal Society—of which he was President—for the pursuit of scientific observations'—Baron Wrottesley (1798-1867), President of the Royal Society, 1854-57.

Wrottesley; cape, Banks I., Frank.

Wuchusknipi; lake, Ung.; Indian name, meaning 'big muskrat.' (Wallace.)

Y

Yathkyed; lake, Kee.; the Chippewyan Indian name, meaning 'snow.'

Yellow-knife; bay and river, Great Slave lake, Mack.; after the Yellow-knife tribe of Indians, so-called from the copper knives used by them. Called by the natives, 'Begholodessy, or River of the Toothless Fish.' Dog-rib name for river, 'Be-vwuli-te.' Be-vwuli being Indian name for a fish ('inconnu'), of which many are taken in river.

Yelverton; bay, Ellesmere I., Frank.; named by Nares, 1875, after Admiral Sir Hastings R. Yelverton, Lord of the Admiralty, 1876-79.

York; archipelago, Coronation gulf, Mack.; named by Franklin, 1821, 'in honour of His Royal Highness the Duke of York' (1763-1827), 2nd son of George III.; in 1784, *cr.* Earl of Ulster and Duke of York and Albany.

York; bay, Southampton I., Kee. (Parry, 1821.)

York; cape, Baffin I., Frank. (Parry, 1819.)

York; sound, Baffin I., Frank.; after Capt. Gilbert York, of the vessel *Gabriel*, Frobisher expedition, 1577.

Yorke; cape, Baffin I., Frank.; named by Parry, 1820, after the Rt. Hon. Charles Philip Yorke (1764-1834), sometime First Lord of the Admiralty.

York Factory; Hudson's Bay Company's post, mouth of Hayes river, Kee.; after James, Duke of York and Albany; later, James II.

Young; bay, Baffin I., Frank.; after Captain Allen W. Young (now, Sir Allen Young, C.B., C.V.O.), second in command under M'Clintock in search of Sir John Franklin, 1857-59. Sir Allen Young and Dr. Walker are the only officers of the *Fox* now, living.

Young; cape, Arctic coast, Mack.; named by Richardson, 1826, 'after [Dr. Thomas Young] the learned Secretary to the Board of Longitude.'

Young; island, Barrow strait, Frank. (Parry, 1819.)

Young; cape, King William I., Frank.; named by James C. Ross, 1830, 'after the member for Tynemouth'; name now obsolete.

Young; river, Larch river, Ung.; after G. A. Young, assistant to A. P. Low in his expedition to Ungava peninsula, 1896.

Ytteroen; island, Ellesmere I., Frank.; Norwegian word, meaning 'outer island'; descriptive.

Yukon; river, Yukon; the Indian name of the river, which is equivalent to 'the river'—meaning the greatest river; Eskimo name is 'Kweek-puk' (big river), rendered by the Russians as Kwitchpak, Kwikhpak, Kwichpak, &c.; the Tanana tribes call it Niga-to. In 1846, J. Bell, of the Hudson's Bay Company, first applied the name Yukon, to the river.

Yukon; territory.

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